City of Paso Robles
Planning Commission Agenda Report

From: Darren Nash, Associate Planner

Subject: **Pine Street Hotel - Planned Development (PD 17-006) Amending PD 14-001**
A request to amend PD 14-001, Pine Street Promenade, to replace the previous Pine Street Promenade project with the Pine Street Hotel (PD 17-006). The Pine Street Hotel projects consists of the development of a 105,195± square foot, 151 room, 4-story hotel that would include a 6,300± square foot restaurant/banquet room, 4,780± square foot retail, and 2,900± square foot conference space. The project is located on the 2.4-acre site on the southeast corner of 10th Street and Pine Street, previously Hayward Lumber.
(APN 009-156-008).
Applicant – Brett VanSteenwyck / Debbie Lorenz

Date: September 26, 2017

Facts

1. An application has been submitted by Brett VanSteenwyck and Debbie Lorenz, for the development of a 105,195± square foot, 151 room, 4-story hotel that would include a 6,300± square foot restaurant/banquet room, 4,780± square foot retail, and 2,900± square foot conference space on the 2.4-acre site located on the southeast corner of 10th Street and Pine Street, previously Hayward Lumber. See Attachment 1, Location Map.

2. The 2017 Pine Street Hotel project is a redesign of the currently entitled Pine Street Promenade project (PD-14-001). The revised project is solely a hotel project with restaurant and retail uses. The revised project does not include the Performing Arts Center, the Parking Structure, or the previous condominium plan that was part of the Promenade project. See Letter from Debbie Lorenz, Attachment 2.

3. The property is zoned in the Uptown/Town Center Specific Plan as Town Center-1 (TC-1), and is designated in the General Plan as Downtown Commercial. Hotels, as well as restaurants are permitted land uses in the TC-1 zone.

4. The number of hotel rooms has increased from 121 rooms originally proposed with the Promenade project, to 151 rooms with Pine Street Hotel project. The overall square footage of the project has decreased from 189,331 square feet to 105,195± square feet, since the revised project does not include the separate restaurant and office buildings. Additionally, the performing arts building and parking structure have been removed from the project. See Attachment 3, Site Plan.

5. The height of the revised project is similar to the previous project with most of the height of the hotel being at the 50-foot line, with architectural elements exceeding to 62 feet in height. As an amendment to PD 14-001, the amended project would incorporate the previously approved height exception to allow up the 62 foot height.

6. The applicants are requesting that the Planning Commission allow for the following modifications from standards within the Specific Plan, similar to the previous project:
   - Allow for the fourth floor of the hotel building to exceed the 25%, forth floor massing ratio.

7. The project would require 173 parking spaces as outlined in the table below. The project has been designed to provide 54 spaces within the parking garage underneath the building, and 119 surface parking spaces, to comply with the 173 required spaces. The spaces within the building will be a valet parking lot.

- **Parking Calculations:**

Proposed Buildings	Rooms/Square footage	Parking Ratio	Req'd Spaces
Hotel	151 rooms	1 per room	151
Retail	4,780	1:400	12
Outdoor seating	1,000	1:400	3
Meeting Room	2,900	1:400 =7.25 x 30% = 2.17	2
Kitchen/Banquet/ Restaurant	6,300	1:400 = 15 x 30%= 4.72	5
Total			**173**

8. The buildings utilizes a "Main Street Commercial" architectural style outlined in the Uptown / Town Center Specific Plan which incorporates brick framed storefronts and upper story stucco finishes with standing seam metal roofs. A sign program will be submitted under a separate application in the future. See Attachment 4, Architectural Elevations.

9. There are nine (9) oak trees located on the project site where seven (7) of the oaks will be preserved in their current location, and two (2) smaller oaks have been recommended by the Arborist to be transplanted on site. The two trees proposed to be transplanted are Coast Live Oak trees that are approximately 10-inches in diameter. See Arborist Report.

10. The Development Review Committee (DRC) reviewed this project on June 5, 2017 and on August 7, 2017. The DRC supported the project, and recommended approval to the Planning Commission.

11. Pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA) and the City's Procedures for Implementing CEQA, an Initial Study and Mitigated Negative Declaration (MND) was recirculated for public review and comment. The Study concluded that potential impacts to air quality, greenhouse gas emissions and oak trees can be adequately mitigated to a less than significant level with mitigation measures implemented.

Options

1. Adopt the attached Resolution A. approving the recirculated Mitigated Negative Declaration, (Attachment 5); and Adopt Draft Resolution B (Attachment 6), approving the amended Planned Development (PD 17-006).
2. Refer the project back to staff for additional analysis on specific issues identified, and continue the public hearing to a date-certain.
3. Deny Planned Development 17-006, based on specific findings for denial to be made by the Planning Commission. The existing project approval PD 14-001 would remain in place.

Analysis and Conclusions

Project Summary
The Pine Street Hotel project is an innovative infill and reuse project that would develop an underutilized area next to the Downtown core. The project will provide an anchor on the south end of downtown and provide a pedestrian oriented connection between the Transportation Center and Downtown. It is anticipated this project will also allow for the opportunity to bring people and events to the Downtown that will support other Downtown business.

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

As noted above, the project complies with the applicable parking requirements and all development standards.

Analysis of Options

1. Option 1
The applicant is proposing an attractive, upper scale restaurant project that supports infill development goals in the downtown. The project would be consistent with the General Plan, Zoning Ordinance, Uptown/Town Center Specific Plan, and Economic Strategy.

2. Option 2
The Commission may request changes to the site plan or architecture, and continue the public hearing to provide staff and the applicant time to address issues raised.

3. Option 3
If the Planning Commission decides to deny approval of the restaurant/duplex project, the Commission must make specific findings as to how the project is not consistent with City policies and/or standards. The existing project approval PD 14-001 would remain in place.

Fiscal Impact

Providing hotels and restaurants within the Downtown are consistent with the City's economic strategy and support the tourism industry. The project will also provide employment opportunities for local citizens. Hotels generate transient occupancy taxes, which are a significant source of revenue to the City's General Fund. The Project is expected to have a significant positive fiscal impact on the City.

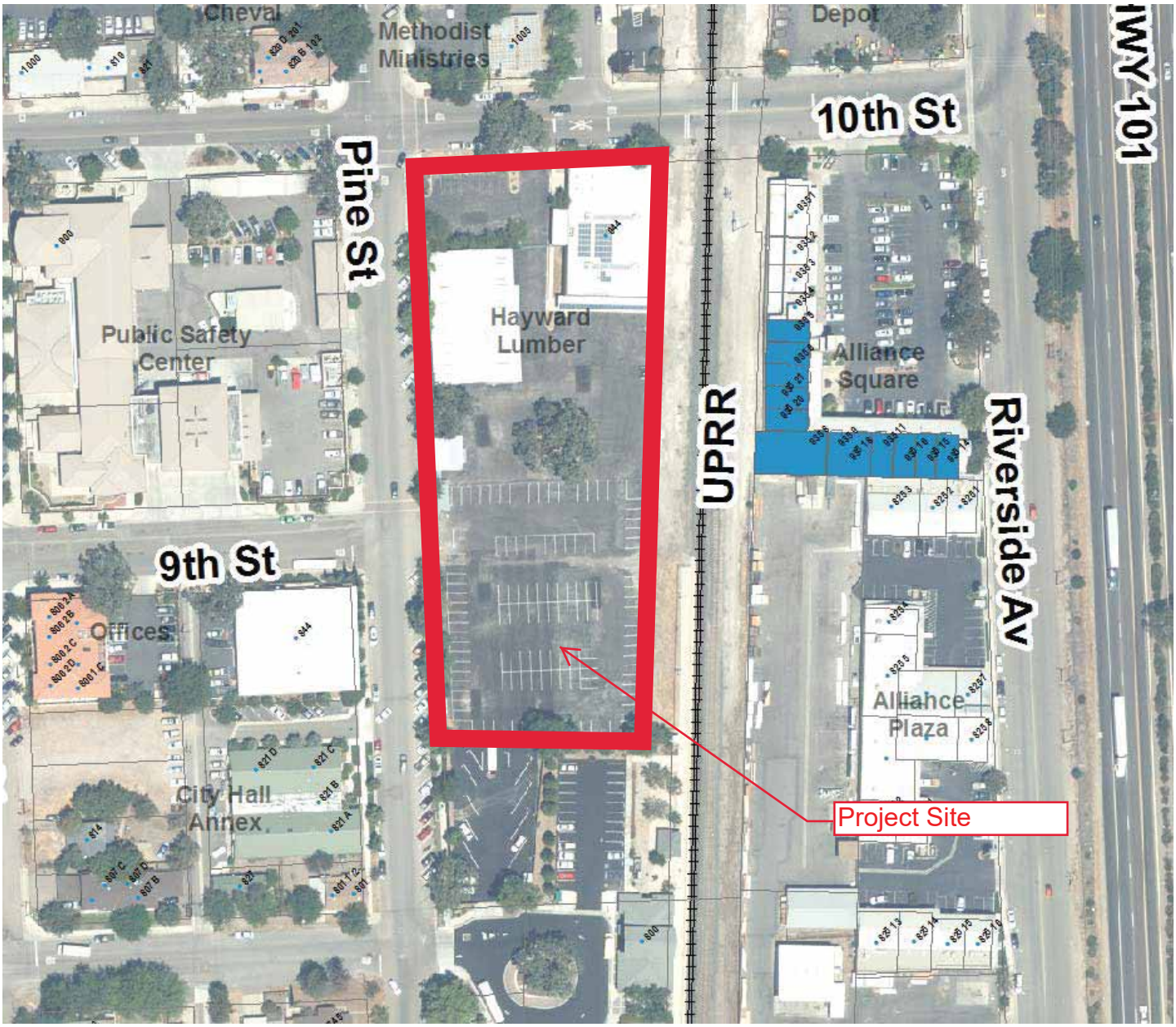
Recommendation

Approve Draft Resolution A, approving the Mitigated Negative Declaration for the project, and approve Draft Resolution B for Planned Development (PD 17-006).

Attachments

1. Location Map
2. Debbie Lorenz Letter
3. Site Plan
4. Building Elevations and Renderings
5. Draft Resolution A, to approve MND
6. Draft Resolution B, to approve PD 17-002
7. MND
8. Public Hearing Notices

Attachment 1 - Vicinity Map



Attachment 2

Various aspects of the Pine Street Promenade Hotel Project have been changed after an evaluation of the project's feasibility. The performing arts center has been removed, because the design was too large for the lot. The parking structure has been removed, because without the performing arts center, we did not require the additional parking spaces afforded by the parking structure. There will no longer be a subdivision; that aspect of the development was eliminated. In addition, the marketplace has been removed and replaced with 4,780 square feet of retail space. The design of the hotel has been adapted to better accommodate the operations of the hotel. This new design concept was inspired by the look of downtown Paso Robles, as opposed to a Tuscan design, to better complement the downtown environment.

Attachment - 3

SITE PLAN ILLUSTRATION

SCALE: 1" = 20'-0"

Steven Puglisi
ARCHITECTS
INC
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Suite A
San Luis Obispo
CA 93401
Ph: 805.595.1962
Fx: 805.595.1980

inBALANCE Green Consulting

Hodge Company
Land Planning + Civil Engineering

firma
landscape architects

Attachment 4

ELEVATION ILLUSTRATION - NORTH

SCALE: 1/16" = 1'-0"

ELEVATION ILLUSTRATION - WEST

SCALE: 1/16" = 1'-0"

COLORS AND MATERIALS

NOT TO SCALE

Steven Puglisi
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Attachment 5
Draft Resolution A

DRAFT RESOLUTION PC 17-xxx

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PASO ROBLES ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PINE STREET HOTEL (PLANNED DEVELOMENT 17-006) 944 PINE STREET, APN: 009-156-008 APPLICANT – DEBBIE LORENZ

WHEREAS, the Pine Street Hotel project has been submitted by Debbie Lorenz, for the development of a 105,195 square foot, 151 room, 4-story hotel that would include a 6,300 square foot restaurant/banquet room, 4,780 square foot retail, and 2,900 square foot conference space on the 2.4-acre site located on the southeast corner of 10th Street and Pine Street, previously Hayward Lumber; and

WHEREAS, the Pine Street Hotel project is a redesign of the currently entitled Pine Street Promenade project that has been updated to include a hotel project with restaurant and retail uses, the revised project does not include the Performing Arts Center, the Parking Structure, or the previous condominium plan that was part of the Promenade project; and

WHEREAS, the property is zoned in the Uptown/Town Center Specific Plan as Town Centre 1 (TC-1), and is designated in the General Plan as Downtown Commercial (DC); and

WHEREAS, Hotels are a permitted land use in the TC-1 zone, and are consistent with the DC General Plan designation; and

WHEREAS, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), Public Resources Code, Section 21000, et seq., and the City's Procedures for Implementing CEQA, an Initial Study and a Draft Mitigated Negative Declaration (MND) was prepared and recirculated for a 20-day public review period beginning on September 6, 2017 through September 26, 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 7 of the project staff report) of this Resolution, and it is on file at the Paso Robles Community Development Department; and

WHEREAS, mitigation measures have been incorporated into the MND and will be imposed on the project through the City's adoption of a Mitigation Monitoring and Reporting Program (MMRP) in compliance with CEQA Guideline 15074(d). These mitigation measures are imposed on the project to address potential environmental effects from: cultural resources. 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

Attachment 5
Draft Resolution A

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 September 26, 2017 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, and environmental determination, at the close of this public hearing, the Planning Commission adopted the MND and approved the proposed project; 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, by the Planning Commission of the City of Paso Robles, as follows:

Section 1. All of the recitals above are true and correct and incorporated herein.

Section 2. Based on the information and analysis contained in the Mitigated Negative Declaration prepared for this project, the comments received during the public review period, and testimony received at the public hearing, 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. These findings are based on an independent review of the Initial Study, the Mitigated Negative Declaration, and all comments received regarding the Mitigated Negative Declaration, and based on the whole record. The Planning Commission further 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 measures provided in the MMRP, and the Mitigated Negative Declaration reflects the independent judgment and analysis of the Planning Commission.

Section 3. The Planning Commission of the City of El Paso de Robles, based on its independent judgment and analysis, adopts the Mitigated Negative Declaration (Exhibit A) for the Pine Street Hotel 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

Attachment 5
Draft Resolution A

PASSED AND ADOPTED THIS 26th day of September 2017, by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
JOHN DONALDSON, CHAIRPERSON

ATTEST:

_____
WARREN FRACE, SECRETARY OF THE PLANNING COMMISSION

Exhibits:

A. Exhibit A – Mitigated Negative Declaration / Initial Study (refer to Attachment 7 of the Planning Commission staff report)

B. Exhibit B – Mitigation Monitoring and Reporting Program

Exhibit B

Mitigation Monitoring and Reporting Plan

Project File No./Name: Pine Street Hotel – 944 Pine Street, Paso Robles CA.
Approving Resolution No.:____ by: ☒ Planning Commission ☐ City Council Date: September 6, 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
AQ-1: The following measures shall be implemented to minimize construction-generated emissions. These measures shall be shown on grading and building plans: a. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter. b. Reduce the amount of the disturbed area where possible. c. Use water trucks, APCD approved dust suppressants (see Section 4.3 in the CEQA Air Quality Handbook), or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the District's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be	Project	Qualified Air Quality Specialist			Prior to Issuance of a Grading Permit

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
used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook. 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.					

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
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. Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. If you have any questions regarding these requirements, contact the SLOAPCD Engineering & Compliance Division at (805) 781-5912. n. When applicable, portable equipment, 50 horsepower (hp) or greater, used during construction activities shall be registered with the California statewide portable equipment registration program (issued by the California Air Resources Board) or be permitted by the APCD. Such equipment may include: power screens, conveyors, internal combustion engines, crushers, portable generators, tub grinders, trammel screens, and portable plants (e.g, aggregate plant, asphalt plant, concrete plant). For more information, contact the SLOAPCD Engineering & Compliance Division at (805) 781-5912. o. 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					

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
such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.					
AQ-2: The following measures shall be implemented to reduce expose of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans: a. Implement Mitigation Measure AQ-1, as identified in "Impact AQ-C", above. b. Prior to any grading activities a geologic evaluation shall be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the SLOAPCD. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. These requirements may include but are not limited to: 1. Development of an Asbestos Dust Mitigation Plan which must be approved by the SLOAPCD before operations begin, and, 2. Development and approval of an Asbestos Health and Safety Program (required for some projects). If NOA is not present, an exemption request must be filed with the SLOAPCD. More information on NOA can be found at http://www.slocleanair.org/rules-regulations/asbestos/noa.php. c. 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:	Project	Qualified Air Quality Specialist CDD			Prior to issuance of grading permit

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
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. d. Maintain all construction equipment in proper tune according to manufacturer's specifications; e. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road); f. 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; g. 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. h. Electrify equipment when possible; i. Substitute gasoline-powered in place of diesel-powered equipment, when available; and, j. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.					
AQ-3: The following measures shall be implemented to reduce expose of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans:	Project	Qualified Air Quality Specialist CDD			Prior to issuance of grading permit

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
k. Implement Mitigation Measure AQ-1. l. 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. m. 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					

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
required, will need to be submitted to SLOAPCD ten days prior to the start of demolition n. 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: 3) 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, 4) 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. o. Maintain all construction equipment in proper tune in accordance with manufacturer's specifications; p. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road); q. 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; r. 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					

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
site to remind drivers and operators of the no idling limitation. s. Electrify equipment when possible; t. Substitute gasoline-powered in place of diesel-powered equipment, when available; and, u. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.					
AQ-4. Effective February 25, 2000, **the APCD prohibited developmental burning of vegetative material within San Luis Obispo County.** If you have any questions regarding these requirements, contact the APCD Engineering & Compliance Division at (805) 781-5912.	On-going	CDD			
AQ-5 Construction Permit Requirements Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.	Project	Qualified Air Quality Specialist/ CDD			Prior to issuance of a grading permit.

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
• Power screens, conveyors, diesel engines, and/or crushers; • Portable generators and equipment with engines that are 50 hp or greater; • Electrical generation plants or the use of standby generator; • Internal combustion engines; • Rock and pavement crushing; • Unconfined abrasive blasting operations; • Tub grinders; • Trommel screens; and, • Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc). **To minimize potential delays, prior to the start of the project, please contact the APCD Engineering & Compliance Division at (805) 781-5912 for specific information regarding permitting requirements**.					
BIO-1 Prior to the issuance of a grading permit, all tree protection measures outlined in the Arborist Report shall be complied with to the satisfaction of the Project Arborist. An acknowledgement from the Arborist will be required prior to the issuance of a permit.	Project	Planning/Eng.			Prior to issuance of a Grading Permit
BIO-2 Prior to the issuance of a grading permit, the applicant shall provide evidence that a Certified Arborist from the City's approved list has been contracted for monitoring, as outlined in the project Arborist Report.	Project	Planning/Eng.			Prior to issuance of a Grading Permit
BIO-3 Upon completion of each project phase, a letter by the Project Arborist shall be provided to the City that indicates that all tree protection measures have been complied with to his or her satisfaction.	Project	Planning/Eng.			Prior to issuance of a Grading Permit

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
BIO-4 Special construction techniques shall be designed for the foundation system of the buildings that are near the Large Valley Oak along 10th Street and the Valley Oak on Pine Street, in order to reduce the need for over excavation.	Project	Planning/Eng.			Prior to issuance of a Grading Permit
BIO-5 If pavers are going to be used around the two trees at the center of the of the driveway, they shall be installed with a geo-gridor other sutiable material that reduces the depth of the base material needed. It is recommended that minimal grading occur with the installation of pavers. Determination of the best method of paver installation will need to be evaluated in the filed with the Arborist, prior to issuance of a grading permit.	Project	Planning/Eng.			Prior to issuance of a Grading Permit
BIO-6 All grading within the CRZ of any oak shall be monitored by the project Arborist. It may be recommended that that additional measures such as irrigation and root treatment be added during project construction to lessen long term impacts to the trees.	Project	Planning/Eng.			Prior to issuance of a Grading Permit
N-1: Mitigation Measure Noise-A: 1. A mechanical ventilation system shall be installed that will provide the minimum air circulation and fresh-air supply requirements for various uses in occupied rooms without the need to open any windows, doors, or other openings to the exterior. 2. Exterior walls along the eastern façade and adjacent to the Union Pacific Railroad corridor shall be designed to achieve a minimum composite exterior sound transmission class (STC) rating of 40 dB for wall components, excluding windows and doors. A minimum 40 dB STC rating can be achieved by construction incorporating 5/8" sheathing, 7/8" stucco, and 5/8" gypsum board installed on the interior surface of exterior walls. If the exterior is stucco, the interior gypsum board should be fastened resiliently to the studs. 3. The total area of glass of both windows and exterior doors in sleeping spaces shall not exceed 20 percent of the floor area.	Project	Bldg/Planning			Prior to issuance of a Building Permit

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
4. Windows located along the eastern façade and adjacent to the Union Pacific Railroad corridor shall have a minimum laboratory sound transmission class (STC) rating of 32. 5. Vents and openings shall be minimized on the eastern facade of the building. If vents are required, they should be designed with acoustical baffles. 6. Operational vented fireplaces that vent to the eastern façade shall not be installed. 7. An acoustical analysis shall be prepared for the proposed emergency generator prior to installation. The acoustical analysis shall identify noise-reduction measures to be incorporated sufficient to achieve an exterior average-hourly noise-level of 45 dBA Leq, or less, at the property line of the nearest land use. This average-hourly noise level performance standard would equate to an average-daily noise level of approximately 51 dBA CNEL, which would ensure compliance with the City's exterior and interior noise level standards for the onsite hotel (i.e., 65 and 45 dBA CNEL, respectively). Noise-reduction measures to be incorporated may include, but are not limited to, the selection of alternative or quieter equipment, use of sound enclosures, use of exhaust silencers, and shielding building intake and exhaust vents from direct line of sight of nearby land uses. The acoustical analysis shall be submitted to the City of Paso Robles Planning Department for review and approval prior to installation of the generator.					
N-2: 1. Unless otherwise provided for in a validly issued permit or approval, noise-generating construction activities should be limited to the hours of 7:00 a.m. and 7:00 p.m. Noise-generating construction activities should not occur on Sundays or City holidays. 2. Construction equipment should be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers'	Project	Planning/Eng			Prior to issuance of a Grading Permit

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
recommendations. Equipment engine shrouds should be closed during equipment operation.					
GHG-1: The proposed project shall implement, at a minimum, the following GHG-reduction measures: a. Utilize high-efficiency lighting in parking lots and other public areas (i.e., sodium, light-emitting diode [LED]). b. Utilize built-in energy efficient appliances (i.e., Energy Star rated). c. Install energy-saving systems in guest rooms that reduce energy usage when rooms are not occupied. d. 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). e. Provide a pedestrian access network that internally links all uses and connects all existing or planned external streets, pedestrian facilities, and public transit stops contiguous with the project site f. The project site shall be designed to minimize barriers to pedestrian access and interconnectivity. 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. Comply with CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation. i. Divert, at a minimum, 65 percent of non-hazardous construction or demolition debris. j. Include the planting of native and drought tolerant trees beyond those required as mitigation for tree removal.	Project	Planning/Bldg.			Prior to issuance of a Building Permit

(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 6
Draft Resolution B

RESOLUTION PC 17-xxx

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF EL PASO DE ROBLES APPROVING PLANNED DEVELOPMENT (PD 17-006) FOR A 151-ROOM, 4-STORY, 105,000± SF HOTEL, RESTAURANT, AND CONFERENCE SPACE AS AN AMENDMENT TO PD14-001

APPLICANT DEBBIE LORNEZ
944 PINE STREET, APN: 009-156-008

WHEREAS, an application has been submitted by Brett VanSteenwyck and Debbie Lorenz, for the development of a 105,195± square foot, 151 room, 4-story hotel that would include a 6,300± square foot restaurant/banquet room, 4,780± square foot retail, and 2,900± square foot conference space on the 2.4-acre site located on the southeast corner of 10th Street and Pine Street, previously Hayward Lumber.

WHEREAS, the 2017 Pine Street Hotel project is a redesign of the currently entitled Pine Street Promenade project (PD-14-001). The revised project is solely a hotel project with restaurant and retail uses. The revised project does not include the Performing Arts Center, the Parking Structure, or the previous condominium plan that was part of the Promenade project; and

WHEREAS, the property is zoned in the Uptown/Town Center Specific Plan as Town Center-1 (TC-1), and is designated in the General Plan as Downtown Commercial. Hotels, as well as restaurants are permitted land uses in the TC-1 zone; and

WHEREAS, the number of hotel rooms has increased from 121 rooms originally proposed with the Promenade project, to 151 rooms with Pine Street Hotel project. The overall square footage of the project has decreased from 189,331 square feet to 105,195± square feet, since the revised project does not include the separate restaurant and office buildings. Additionally, the performing arts building and parking structure have been removed from the project; and

WHEREAS, the height of the revised project is similar to the previous project with most of the height of the hotel being at the 50-foot line, with architectural elements exceeding to 62 feet in height. As an amendment to PD 14-001, the amended project would incorporate the previously approved height exception to allow up the 62 foot height; and

WHEREAS, a public hearing was conducted by the Planning Commission on September 26, 2017, to consider facts as presented in the staff report prepared for this project, and to accept public testimony regarding this proposed Development Plan, and associated recirculated Mitigated Negative Declaration; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso de Robles does hereby approve Planned Development 17-006, subject to the following conditions of approval:

Section 1. The above recitals are true and correct and incorporated herein by reference.

Section 2. Findings. 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:

a. The design and intensity (density of the proposed development is consistent with the following):

1. The goals and policies established by the General Plan;

a. The project site is located in the Downtown Commercial Land Use Category. The purpose of this land use category is to provide for commercial and retail centers, and having hotels in close proximity to the commercial and retail centers helps support the economic vitality of the City.

b. The project is designed to maximize protection of oaks and biological resources as called for in Policies C-3A and C-3B of the Conservation Element. There are no other known biological resources on this site based on the site being previous developed.

c. Conditions: Condition # AQ-1-AQ8 requires incorporation of air quality mitigation measures, which will implement Policies C-2-B and C-2C of the Conservation Element.

2. The policies and development standards established by any applicable specific plan;

a. This proposed project would be consistent with the Vision for the Downtown, by developing new buildings that are strongly oriented to the public space network along and to the east of Spring Street.

3. The Zoning Code, particularly the purpose and intent of the zoning district in which a development project is located;

(a) The project site is located in the Town Center 1 (TC-1) Zone. Hotels/Motels are permitted in the TC-1 Zone.

4. All other adopted codes, policies, standards, and plans of the City;

a. This resolution contains several conditions designed to implement the Municipal Code, City State, and Regional governmental policies, regulations and adopted standards related to public infrastructure (e.g., streets, water, sewer, storm drainage), building and fire safety, general public safety.

b. The project expands the City's inventory of transient lodgings, which advances the following policies in the Economic Strategy

*(1) The overall policy pertaining to "Place", which calls for the establishment of "distinctive, quality, stable, safe and sustainable physical improvements and attractions that welcome … commerce, **tourism**,… and wealth necessary to maintain and enhance quality of life."*

(2) The "Positioning" policy, which calls for the promotion of local industry, products, services and destinations via expansion and diversification of hotel products, including end destination full-service resorts;

b. The Pine Street Hotel Project, is consistent with the adopted codes, policies, standards and plans of the City; since the project has gone through the development review process including, environmental review as required by Section 21.23.B of the Zoning Code related to buildings over 10,000 square feet; and

c. The Pine Street Hotel Project, will not be detrimental to the health, safety, morals, comfort, convenience and general welfare of the residents and or businesses in the surrounding area, or be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the City; since the project will be required to comply with the recommended conditions of approval, including any environmental mitigation measures, and comply with any building and fire codes; and

d. The Pine Street Hotel Project accommodates the aesthetic quality of the City as a whole, especially where development will be visible from the gateways to the City, scenic corridors and the public right-of-way; in this particular case, based on the project being designed with four-sided architecture and various building forms and massing, and based on the site plan, architecture and landscaping, the proposed development will support the aesthetic quality of the City; and

e. The Pine Street Hotel Project is compatible with, and is not detrimental to, surrounding land uses and improvements, provides an appropriate visual appearance, and contributes to the mitigation of any environmental and social impacts, as a result of the site planning, building architecture and environmental mitigation, included with this project.

f. The Pine Street Hotel Project is compatible with existing scenic and environmental resources such as hillsides, oak trees, vistas, etc. as a result of the project site being relatively flat, and since there are will be no significant grading and the existing oak trees will be preserved and protected; and

g. The establishment, maintenance or operation of the Pine Street Hotel Project, will not, under the circumstances of the particular case, be detrimental to the health, safety, morals, comfort, convenience and general welfare of the persons residing or working in the neighborhood of such proposed use, since the project has gone through the development review process including, environmental review as required by Section 21.23.B of the Zoning Code related to buildings over 10,000 square feet; and

h. The Pine Street Hotel Project contributes to the orderly development of the City as a whole, since the project will provide compatible infill development of an under-utilized City block, and it will utilize the existing infrastructure in Pine Street, consisting of sewer water and other utilities; and

i. The Pine Street Hotel Project as conditioned would meet the intent of the General Plan and Zoning Ordinance by providing a transient occupancy/resort type use in close proximity to commercial and retail.

j. The Pine Street Hotel Project would be consistent with the Economic Strategy, since it would allow for the expansion and diversification of transient occupancy projects, local employment, infill development, and business attraction in downtown.

k. The 4-story, 50-foot tall building, with elements that exceed this height limit to 62-feet in height and the fourth floor coverage exceeding 25 percent, would be acceptable in the TC-1 zoning district based on the area in which the project is located, other buildings in the area having elements that are similar in height and massing, including the Public Safety Center, the Alliance Square buildings and Derby Winery.

Section 3. Conditions. The Planning Commission of the City of El Paso de Robles does hereby approved Planned Development 17-006, subject to the following Conditions of Approval.

1. This project shall comply with the Project Specific Conditions of Approval attached hereto as Exhibit A, and the checked Standard Conditions of Approval, attached hereto as Exhibit B, and incorporated herein by reference.
2. This project shall consistent with Exhibits A-P attached.

PASSED AND ADOPTED THIS 26th day of September 2017 by the following Roll Call Vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
John Donaldson, Chairperson

ATTEST:

_____
Warren Frace, Secretary of the Planning Commission

Exhibits:

A. Project Specific Conditions of Approval
B. Standard Conditions
C. Title Sheet
D. Site Plan
E. Landscape Plan
F. Landscape Plan – Pool Deck
G. 1st Floor Plan
H. 2nd Floor Plan
I. 3rd and 4th Floor Plan
J. Building Elevations/Sections
K. Building Elevations/Sections
L. Colors & Materials
M. Demolition Plan / Topography
N. Grading and Utility Plan
O. Fence / Trash enclosure
P. Arborist Report

Exhibit A

Project 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:

1. 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
B.	Standard Conditions
C.	Title Sheet
D.	Site Plan
E.	Landscape Plan
F.	1st Floor Plan
G.	2nd Floor Plan
H.	3rd and 4th Floor Plan
I.	Building Elevations/Sections
J.	Building Elevations/Sections
K.	Colors & Materials
L.	Perspective View – RR Tracks
M.	Demolition Plan / Topography
N.	Grading and Utility Plan
O.	Fence and Trash Enclosure Details
P.	Arborist Report

2. The project shall be designed and constructed to be in substantial conformance with Exhibits B-O approved with this resolution.

3. The entitlement of approval for PD 17-006 superseeds the Promenade project (PD 14-001 and Vesting Tentative Parcel Map PR 14-0033) and will expire on September 26, 2018, unless a building permit has been issued or a request for a time extension has been filed prior to the expiration date.

4. The maximum length of stay for any hotel room is 30 consecutive days.

5. 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;
   - Sign Program for Hotel, Restaurant, and Retail shops

6. The project landscape plan is subject to the requirements within the City's Landscape Ordinance.

7. All on-site operations shall be in conformance with the City's performance standards contained in Section 21.21.040 and as listed below:

ENGINEERING:

8. Prior to hotel occupancy, the 10th Street and Pine Street right-of-ways shall be improved in accordance with plans approved by the City Engineer. The applicant shall coordinate the street improvement plans with the Hotel Cheval Project to ensure orderly development of 10th street.

9. Prior to occupancy of the hotel, the street crossing of the railroad at 10th Street shall be improved with sidewalks and bike lanes. .

10. Stormwater control measures as outlined in the project submittals shall be incorporated into the project grading and drainage plans. The City Engineer may allow the applicant to pay mitigation stormwater fees or build a facility, as described in the Watershed Master Plan of improvements, to meet compliance with post-construction stormwater retention requirements if onsite stormwater mitigation is deemed infeasible or is in the best interest of the City.

11. Prior to the issuance of a building permit for the development of the hotel, the applicants shall meet with members of the Union Pacific Railroad and City Staff to discuss measures that may need to be made to improve safety between the project and the railroad.

Environmental Mitigation Measures

Air Quality:

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

a. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter.
b. Reduce the amount of the disturbed area where possible.
c. Use water trucks, APCD approved dust suppressants (see Section 4.3 in the CEQA Air Quality Handbook), or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the District's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook.
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. Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. If you have any questions regarding these requirements, contact the SLOAPCD Engineering & Compliance Division at (805) 781-5912.

n. When applicable, portable equipment, 50 horsepower (hp) or greater, used during construction activities shall be registered with the California statewide portable equipment registration program (issued by the California Air Resources Board) or be permitted by the APCD. Such equipment may include: power screens, conveyors, internal combustion engines, crushers, portable generators, tub grinders, trammel screens, and portable plants (e.g, aggregate plant, asphalt plant, concrete plant). For more information, contact the SLOAPCD Engineering & Compliance Division at (805) 781-5912.

o. 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.

AQ-2: The following measures shall be implemented to reduce expose of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans:

a. Implement Mitigation Measure AQ-1, as identified in “Impact AQ-C”, above.

b. Prior to any grading activities a geologic evaluation shall be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the SLOAPCD. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. These requirements may include but are not limited to:

   1. Development of an Asbestos Dust Mitigation Plan which must be approved by the SLOAPCD before operations begin, and,
   2. Development and approval of an Asbestos Health and Safety Program (required for some projects).

   If NOA is not present, an exemption request must be filed with the SLOAPCD. More information on NOA can be found at http://www.slocleanair.org/rules-regulations/asbestos/noa.php.

c. 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.

d. Maintain all construction equipment in proper tune according to manufacturer's specifications;

e. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);

f. 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;

g. 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.

h. Electrify equipment when possible;

i. Substitute gasoline-powered in place of diesel-powered equipment, when available; and,

j. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

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

k. Implement Mitigation Measure AQ-1.

l. 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.

m. 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

n. 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:

3) 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,

4) 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.

o. Maintain all construction equipment in proper tune in accordance with manufacturer's specifications;

p. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);

q. 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;

r. 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.

s. Electrify equipment when possible;

t. Substitute gasoline-powered in place of diesel-powered equipment, when available; and,

u. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

AQ-4. Effective February 25, 2000, **the APCD prohibited developmental burning of vegetative material within San Luis Obispo County.** If you have any questions regarding these requirements, contact the APCD Engineering & Compliance Division at (805) 781-5912.

AQ-5 Construction Permit Requirements

Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.

The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;
- Rock and pavement crushing;
- Unconfined abrasive blasting operations;
- Tub grinders;
- Trommel screens; and,
- Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc).

To minimize potential delays, prior to the start of the project, please contact the APCD Engineering & Compliance Division at (805) 781-5912 for specific information regarding permitting requirements.

Biology:

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

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

BIO-3: Upon completion of each project phase, a letter by the Project Arborist shall be provided to the City that indicates that all tree protection measures outlined in the Arborist Report (Exhibit P or Res.__) have been complied with to his or her satisfaction.

BIO-4 Special construction techniques shall be designed for the foundation system of the buildings that are near the Large Valley Oak along 10th Street and the Valley Oak on Pine Street, in order to reduce the need for over excavation

BIO-5 If pavers are going to be used around the two trees at the center of the of the driveway, they shall be installed with a geo-gridor other sutiable material that reduces the depth of the base material needed. It is recommended that minimal grading occur with the installation of pavers. Determination of the best method of paver installation will need to be evaluated in the filed with the Arborist, prior to issuance of a grading permit

BIO-6 All grading within the CRZ of any oak shall be monitored by the project Arborist. It may be recommended that that additional measures such as irrigation and root treatment be added during project construction to lessen long term impacts to the trees.

Greenhouse Gas Emissions:

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

a. Utilize high-efficiency lighting in parking lots and other public areas (i.e., sodium, light-emitting diode [LED]).
b. Utilize built-in energy efficient appliances (i.e., Energy Star rated).
c. Install energy-saving systems in guest rooms that reduce energy usage when rooms are not occupied.
d. 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).

e. Provide a pedestrian access network that internally links all uses and connects all existing or planned external streets, pedestrian facilities, and public transit stops contiguous with the project site
f. The project site shall be designed to minimize barriers to pedestrian access and interconnectivity.
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. Comply with CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation.
i. Divert, at a minimum, 65 percent of non-hazardous construction or demolition debris.
j. Include the planting of native and drought tolerant trees beyond those required as mitigation for tree removal.

Noise:

N-1: Mitigation Measure Noise-A:

1. A mechanical ventilation system shall be installed that will provide the minimum air circulation and fresh-air supply requirements for various uses in occupied rooms without the need to open any windows, doors, or other openings to the exterior.
2. Exterior walls along the eastern façade and adjacent to the Union Pacific Railroad corridor shall be designed to achieve a minimum composite exterior sound transmission class (STC) rating of 40 dB for wall components, excluding windows and doors. A minimum 40 dB STC rating can be achieved by construction incorporating 5/8" sheathing, 7/8" stucco, and 5/8" gypsum board installed on the interior surface of exterior walls. If the exterior is stucco, the interior gypsum board should be fastened resiliently to the studs.
3. The total area of glass of both windows and exterior doors in sleeping spaces shall not exceed 20 percent of the floor area.
4. Windows located along the eastern façade and adjacent to the Union Pacific Railroad corridor shall have a minimum laboratory sound transmission class (STC) rating of 32.
5. Vents and openings shall be minimized on the eastern facade of the building. If vents are required, they should be designed with acoustical baffles.
6. Operational vented fireplaces that vent to the eastern façade shall not be installed.
7. An acoustical analysis shall be prepared for the proposed emergency generator prior to installation. The acoustical analysis shall identify noise-reduction measures to be incorporated sufficient to achieve an exterior average-hourly noise-level of 45 dBA Leq, or less, at the property line of the nearest land use. This average-hourly noise level performance standard would equate to an average-daily noise level of approximately 51 dBA CNEL, which would ensure compliance with the City's exterior and interior noise level standards for the onsite hotel (i.e., 65 and 45 dBA CNEL, respectively). Noise-reduction measures to be incorporated may include, but are not limited to, the selection of alternative or quieter equipment, use of sound enclosures, use of exhaust silencers, and shielding building intake and exhaust vents from direct line of sight of nearby land uses. The acoustical analysis shall be submitted to the City of Paso Robles Planning Department for review and approval prior to installation of the generator.

N-2: Mitigation Measure Noise-A:

1. Unless otherwise provided for in a validly issued permit or approval, noise-generating construction activities should be limited to the hours of 7:00 a.m. and 7:00 p.m. Noise-generating construction activities should not occur on Sundays or City holidays.

2. Construction equipment should be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds should be closed during equipment operation.

Exhibit B

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: September 26, 2017

Applicant: Debbie Lorenz Location: 944 Pine Street

APN:009-156-008, 006 & 010

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

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

A. GENERAL CONDITIONS – PD/CUP:

☒ 1. This project approval shall expire on See site specific conditions in PD 17-006 Resolution unless a time extension request is filed with the Community Development Department, or a State mandated automatic time extension is applied prior to expiration.

☒ 2. The site shall be developed and maintained in accordance with the approved plans and unless specifically provided for through the Planned Development process shall not waive compliance with any sections of the Zoning Code, all other applicable City Ordinances, and applicable Specific Plans.

☒ 3. To the extent allowable by law, Owner agrees to hold City harmless from costs and expenses, including attorney's fees, incurred by City or held to be the liability of City in connection with City's defense of its actions in any proceeding brought in any State or Federal court challenging the City's actions with respect to the project. Owner understands and acknowledges that City is under no obligation to defend any legal actions challenging the City's actions with respect to the project.

☐ 4. Any site specific condition imposed by the Planning Commission in approving this project **(Conditional Use Permit)** may be modified or eliminated, or new conditions may be added, provided that the Planning Commission shall first conduct a public hearing in the same manner as required for the approval of this project. No such modification shall be made unless the Commission finds that such modification is necessary to protect the public interest and/or neighboring properties, or, in the case of deletion of an existing condition, that such action is necessary to permit reasonable operation and use for this approval.

☒ 5. The site shall be kept in a neat manner at all times and the landscaping shall be continuously maintained in a healthy and thriving condition.

☒ 6. All signs shall be subject to review and approval as required by Municipal Code Section 21.19 and shall require a separate application and approval prior to installation of any sign.

☒ 7. All walls/fences and exposed retaining walls shall be constructed of decorative materials which include but are not limited to splitface block, slumpstone, stuccoed block, brick, wood, crib walls or other similar materials as determined by the Development Review Committee, but specifically excluding precision block.

☒ 8. Prior to the issuance of a Building Permit a landscape and irrigation plan consistent with the Landscape and Irrigation Ordinance, shall be submitted for City review and approval. The plan needs to be designed in a manner that utilizes drought tolerant plants, trees and ground covers and minimizes, if not eliminates the use of turf. The irrigation plan shall utilize drip irrigation and limit the use of spray irrigation. All existing and/or new landscaping shall be installed with automatic irrigation systems.

☐ 9. A reciprocal parking and access easement and agreement for site access, parking, and maintenance of all project entrances, parking areas, landscaping, hardscape, common open space, areas and site lighting standards and fixtures, shall be recorded prior to or in conjunction with the Final Map. Said easement and agreement shall apply to all properties, and be referenced in the site Covenants, Conditions and Restrictions (CC&Rs).

☐ 10. All outdoor storage shall be screened from public view by landscaping and walls or fences per Section 21.21.110 of the Municipal Code.

☒ 11. For commercial, industrial, office or multi-family projects, all refuse enclosures are required to provide adequate space for recycling bins. The enclosure shall be architecturally compatible with the primary building. Gates shall be view

obscuring and constructed of durable materials. Check with Paso Robles Waste Disposal to determine the adequate size of enclosure based on the number and size of containers to be stored in the enclosure.

☒ 12. For commercial, industrial, office or multi-family projects, all existing and/or new ground-mounted appurtenances such as air-conditioning condensers, electrical transformers, backflow devices etc., shall be screened from public view through the use of decorative walls and/or landscaping subject to approval by the Community Development Director or his designee. Details shall be included in the building plans.

☒ 13. All existing and/or new roof appurtenances such as air-conditioning units, grease hoods, etc. shall be screened from public view. The screening shall be architecturally integrated with the building design and constructed of compatible materials to the satisfaction of the Community Development Director or his designee. Details shall be included in the building plans.

☒ 14. All existing and/or new lighting shall be shielded so as to be directed downward in such a manner as to not create off-site glare or adversely impact adjacent properties. The style, location and height of the lighting fixtures shall be submitted with the building plans and shall be subject to approval by the Community Development Director or his designee.

☒ 15. All walls/fences and exposed retaining walls shall be constructed of decorative materials which include but are not limited to splitface block, slumpstone, stuccoed block, brick, wood, crib walls or other similar materials as determined by the Development Review Committee, but specifically excluding precision block.

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

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

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

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

(Adopted by Planning Commission Resolution _____)

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

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

☒ a. A detailed site plan indicating the location of all structures, parking layout, outdoor storage areas, walls, fences and trash enclosures;
☒ b. A detailed landscape plan;
☒ c. Detailed building elevations of all structures indicating materials, colors, and architectural treatments;
☐ d. Other:

B. GENERAL CONDITIONS – TRACT/PARCEL MAP:

☐ 1. In accordance with Government Section 66474.9, the subdivider shall defend, indemnify and hold harmless the City, or its agent, officers and employees, from any claim, action or proceeding brought within the time period provided for in Government Code section 66499.37, against the City, or its agents, officers, or employees, to attack, set aside, void, annul the City's approval of this subdivision. The City will promptly notify subdivider of any such claim or action and will cooperate fully in the defense thereof.

☐ 2. The Covenants, Conditions, and Restrictions (CC&Rs) and/or Articles Affecting Real Property Interests are subject to the review and approval of the Community Development Department, the Public Works Department and/or the City Attorney. They shall be recorded concurrently with the Final Map or prior to the issuance of building permits, whichever occurs first. A recorded copy shall be provided to the affected City Departments.

☐ 3. The owner shall petition to annex residential Tract (or Parcel Map)_____ into the City of Paso Robles Community Facilities District No. 2005-1 for the purposes of mitigation of impacts on the City's Police and Emergency Services Departments.

☐ 4. Street names shall be submitted for review and approval by the Planning Commission, prior to approval of the final map.

☐ 5. The following areas shall be permanently maintained by the property owner, Homeowners' Association, or other means acceptable to the City:

_____

_____.

****

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

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

C. PRIOR TO ANY PLAN CHECK:

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

D. PRIOR TO ISSUANCE OF A GRADING PERMIT:

☐ 1. Prior to approval of a grading plan, the developer shall apply through the City, to FEMA and receive a Letter of Map Amendment (LOMA) issued from FEMA. The developer's engineer shall provide the required supporting data to justify the application.

☒ 2. Any existing Oak trees located on the project site shall be protected and preserved as required in City Ordinance No. 553, Municipal Code No. 10.01 "Oak Tree Preservation", unless specifically approved to be removed. An Oak tree inventory shall be prepared listing the Oak trees, their disposition, and the proposed location of any replacement trees required. In the event an Oak tree is designated for removal, an approved Oak Tree Removal Permit must be obtained from the City, prior to its removal.

☒ 3. A complete grading and drainage plan shall be prepared for the project by a registered civil engineer and subject to approval by the City Engineer. The project shall conform to the City's Storm Water Discharge Ordinance.

☒ 4. A Preliminary Soils and/or Geology Report providing technical specifications for grading of the site shall be prepared by a Geotechnical Engineer.

☒ 5. A Storm Water Pollution Prevention Plan per the State General Permit for Strom Water Discharges Associated with Construction Activity shall be provided for any site that disturbs greater than or equal to one acre, including projects that are less than one acre that are part of a larger plan of development or sale that would disturb more than one acre.

E. PRIOR TO ISSUANCE OF A BUILDING PERMIT:

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

☐ 2. The applicant shall submit a composite utility plan signed as approved by a representative of each public utility.

☒ 3. Landscape and irrigation plans for the public right-of-way shall be incorporated into the improvement plans and shall require approval by the Streets Division Supervisor and the Community Development Department.

☐ 4. In a special Flood Hazard Area as indicated on a Flood Insurance Rate Map (FIRM) the owner shall provide an Elevation Certificate in accordance with the National Flood Insurance program. This form must be completed by a land surveyor or civil engineer licensed in the State of California.

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

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

☒ 1. The applicant shall pay any current and outstanding fees for Engineering Plan Checking and Construction Inspection services.

☒ 2. All public improvements are completed and approved by the City Engineer, and accepted by the City Council for maintenance.

☒ 3. The owner shall offer to dedicate and improve the following street(s) to the standard indicated:

Street Name	City Standard	Standard Drawing No.
Pine Street		
10th Street		

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

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

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

☒ 6. If the existing pavement and structural section of the City street adjacent to the frontage of the project is adequate, the applicant shall provide a new structural section from the proposed curb to the edge of pavement and shall overlay the existing paving to centerline for a smooth transition.

☐ 7. Due to the number of utility trenches required for this project, the City Council adopted Pavement Management Program requires a pavement overlay on _____ along the frontage of the project.

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

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

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

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

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

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

(Adopted by Planning Commission Resolution _____)

☒ 12. All final property corners shall be installed.

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

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

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

****

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

G. GENERAL CONDITIONS

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

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

   ☒ Plans shall be reviewed, approved and permits issued by Emergency Services for the installation of fire sprinkler systems.

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

4. ☒ If required by the Fire Chief, provide on the address side of the building if applicable:

   ☒ Fire alarm annunciator panel in weatherproof case.
   ☒ Knox box key entry box or system.
   ☒ Fire department connection to fire sprinkler system.

5. ☒ Provide temporary turn-around to current City Engineering Standard for phased construction streets that exceed 150 feet in length.

6. ☒ Project shall comply with all requirements in current, adopted edition of California Fire Code and Paso Robles Municipal Code.

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

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

   ☒ Final inspections shall be completed on all buildings.

EXHIBIT - B

PINE STREET HOTEL

Pine Street Promenade LLC

944 Pine Street, El Paso De Robles, California

SHEET INDEX

VICINITY MAP

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Fx: 805.595.1980

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Hodge Company
Land Planning + Civil Engineering

firma
landscape architects

PROJECT INFORMATION

SITE AREA:		**102,420 SF.** (2.42 ACRES)
BUILDING AREA:		
	FIRST FLOOR	27,045 SF.
	SECOND FLOOR	26,050 SF.
	THIRD FLOOR	26,050 SF.
	FORTH FLOOR	26,050 SF.
		105, 195 SF. TOTAL
HOTEL ROOMS:		**151**
PARKING SPACES:		**173**

PROJECT DISCRIPTION

AT 151 ROOMS, THE PINE STREET HOTEL PROJECT INCLUDES 6,300 SQUARE FEET OF KITCHEN BANQUET AND RESTAURANT, 4,780 SQUARE FEET OF RETAIL, AND 2,900 SQUARE FEET OF CONFERENCE SPACE FOR A TOTAL OF 105,195 SQUARE FEET. THE BUILDING HEIGHT IS PROPOSED AT 50 FEET WITH ROOF AND TOWER ELEMENTS AT 62 FEET, AS MEASURED FROM PINE STREET. THE DESIGN INCLUDES THE USE OF EXTERIOR PLASTER AND BRICK VENEER FINISH MATERIALS WITH METAL ROOFING. WE HAVE CHOSEN AN URBAN INDUSTRIAL VERNACULAR AS OUR INSPIRATION, THUS CREATING A BUILDING THAT HARKS BACK TO AN EARLY 20th CENTURY DSGING. IN CONTRAST TO THE ORIGINALLY APPROVED PINE STREET PROMENADE, THE PINE STREET HOTEL DOES NOT INCLUDE A PERFORMING ARTS CENTER NOR DOES IT CONTAIN A PUBLIC PARKING STRUCTURE. THERE ARE ALSO NO SUBDIVIDION PROPOSALS AS PART OF THIS PROJECT.

EXHIBIT - C

SITE PLAN ILLUSTRATION

SCALE: 1" = 20'-0"

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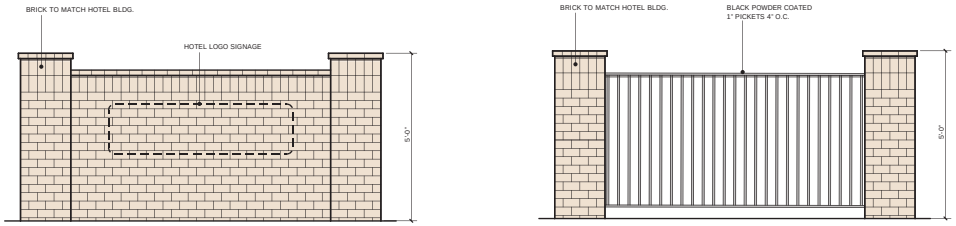
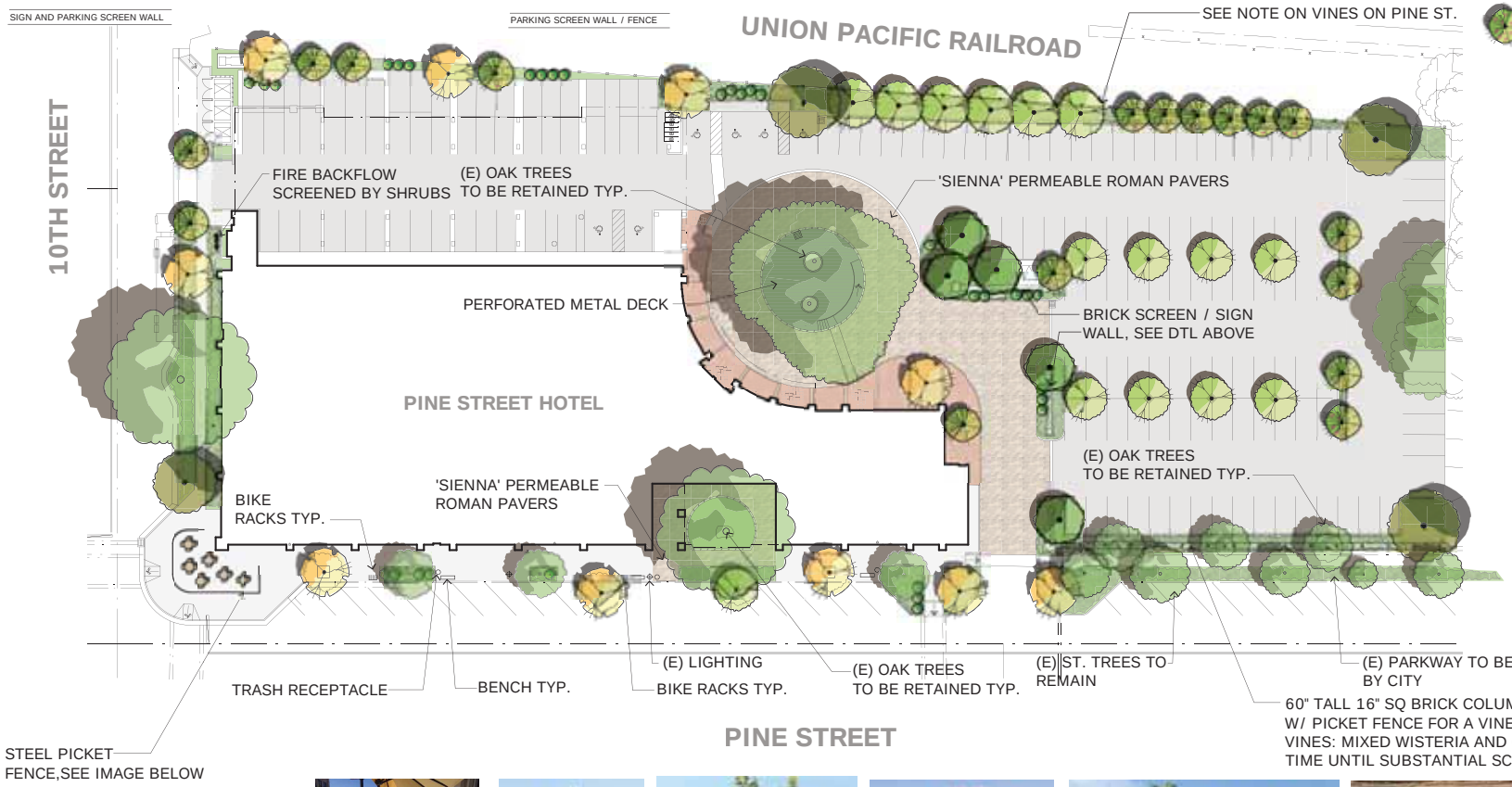
EXHIBIT - D



SIGN AND PARKING SCREEN WALL

PARKING SCREEN WALL / FENCE



Preliminary Plant Materials List

Street and Parking lot Trees (Shall conform with the City of Paso Robles Master Street Tree List)

Pistacia chinensis	Chinese Pistache
Platanus acerifolia	London Plane Tree

Evergreen Trees

Quercus agrifolia	Coast Live Oak

Shade Trees

Acer Platinoides	Norway Maple
Olea europea	European Olive
Liriodendron tulipfera	Tulip Tree

Deciduous Flowering Trees

Lagerstroemia indica	Crape Myrtle

Moderate Water-Using Shrubs And Ground Cover

Berberis thunbergii 'Crimson Pigmy'	(No Common Name)
Buxus japonica	Japanese Boxwood
Cotoneaster dammeri	Bearberry Cotoneaster
Euonymous japonica	Euonymous
Raphiolepis indica 'Jack Evans'	India Hawthorn (Pink)
Rosa 'Flower Carpet'	Flower Carpet Rose

Low / Very Low Water-Using Shrubs And Ground Cover

Archtostaphylos Spp.	Manzanita
Ceanothus 'Centennial'	Wild Lilac
Cistus Spp.	Rockrose)
Hemerocallis Hybrid	Day Lily
Lavandula Spp	Lavender
Rosmarinus officinalis	Rosemary

Vines

Gelsemium sempervirens-fast evergreen to 20ft

Mulch

Mulch all ground cover and planter areas with 3" minimum layer 'walk-on' bark.

Existing Tree Note

Refer to Arborist's Report: Existing Cedar on City parcel to be transplanted as feasible.
Existing street trees on Pine Street to be retained as feasible.


STEEL PICKET FENCE


ACER PLATANOIDES / NORWAY MAPLE


PLATNUS ACERFOLIA / SYCAMORE


LAGASTROEMIA INDICA / CREPE MYRTLE


MORUS ALBA / WHITE MULBERRY


'SIENNA' PERMEABLE ROMAN PAVERS


'SUNBURST' ROMAN PAVERS

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SCHEMATIC LANDSCAPE PLAN

PINE STREET HOTEL

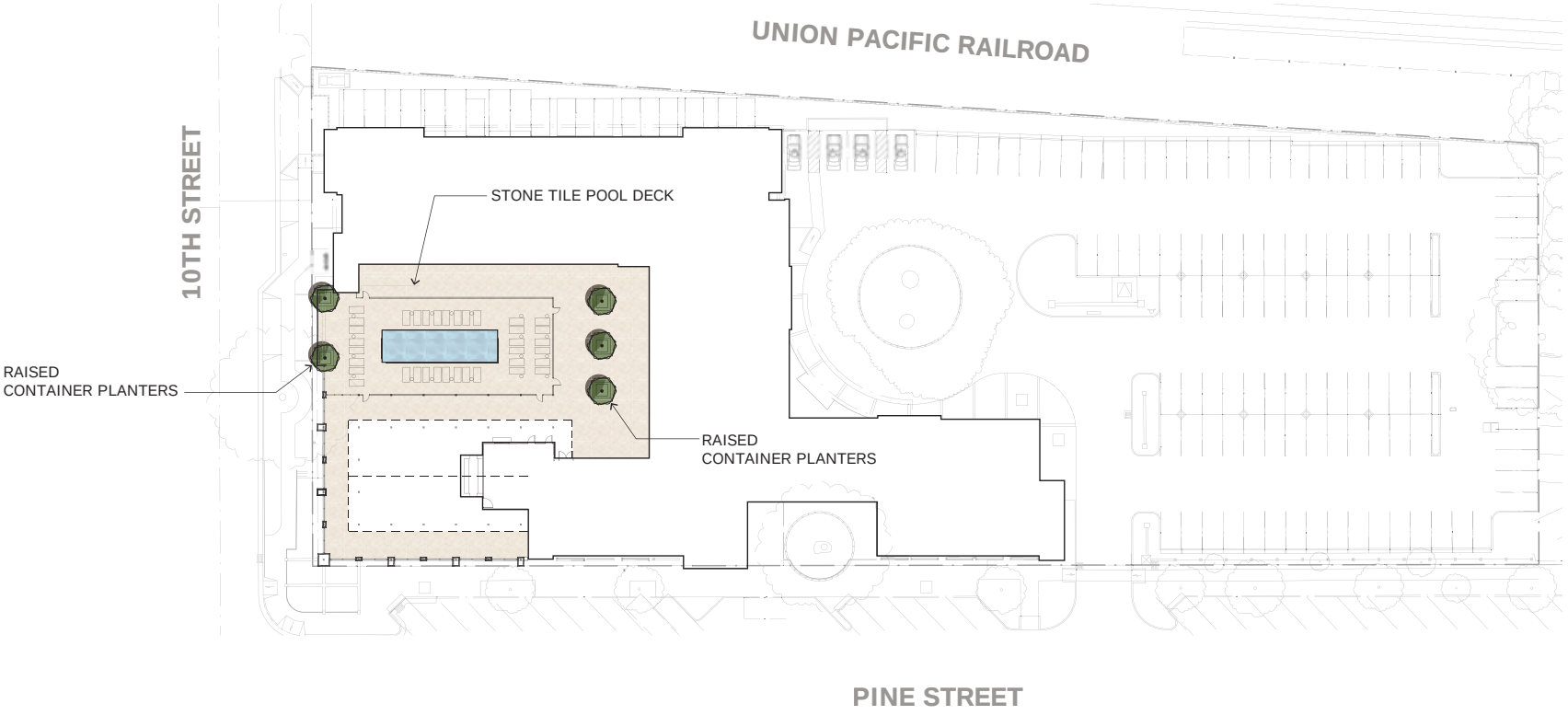
944 Pine Street Paso Robles, CA

Scale: 1" = 20'-0"
10' 5' 0 20' 30' 40'

NORTH

L-1

EXHIBIT - E



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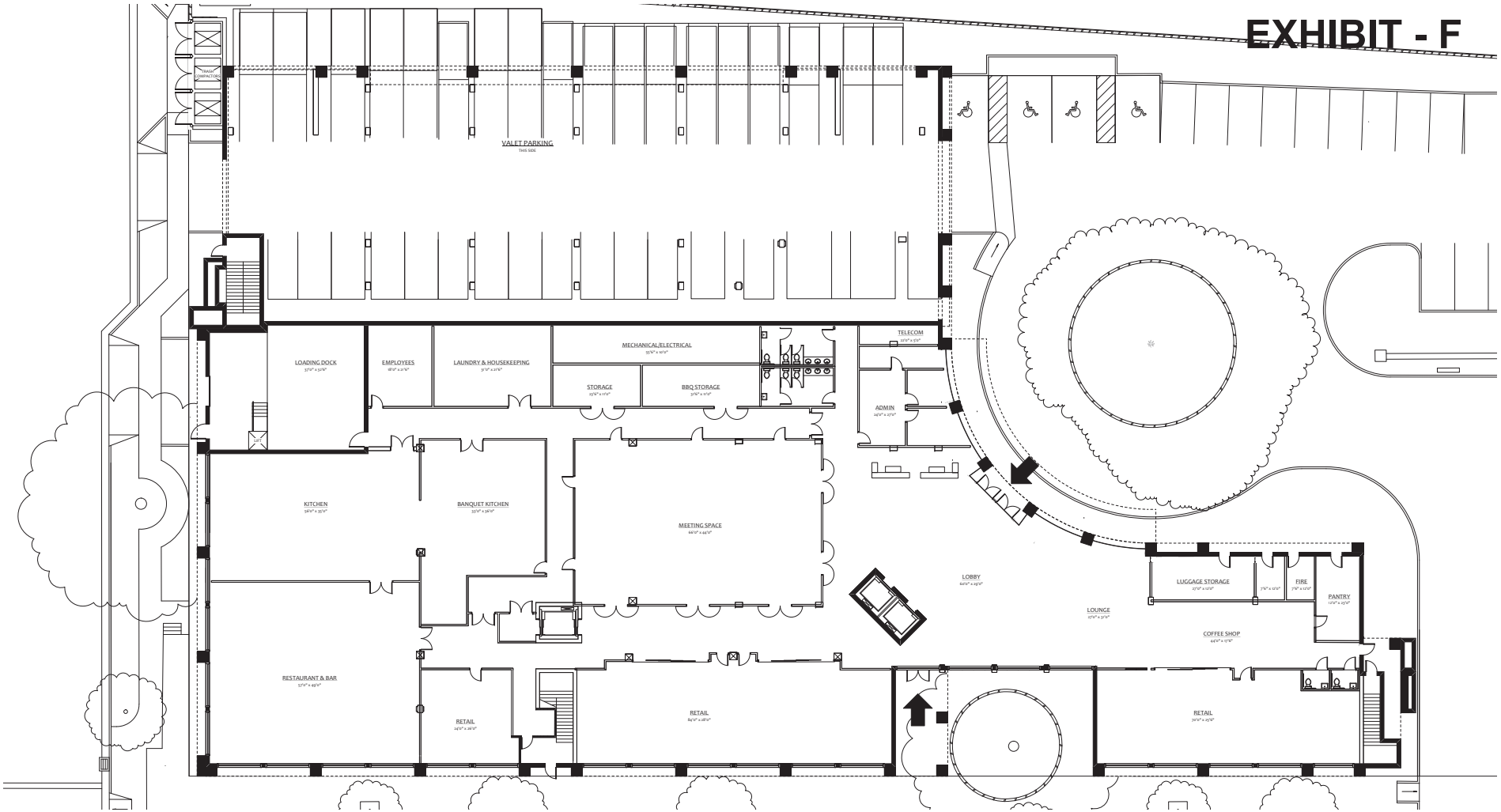
SCHEMATIC LANDSCAPE PLAN
2ND FLOOR POOL DECK

Scale: 1" = 20'-0"
10' 5' 0 20' 30' 40'

NORTH

P3.2

EXHIBIT - F



FIRST FLOOR PLAN

SCALE: 3/32" = 1'-0"

RESTAURANT / KITCHEN	6,300 SF
RETAIL	4,780 SF
MEETING SPACE	2,900 SF
HOTEL / BOH	8,044 SF

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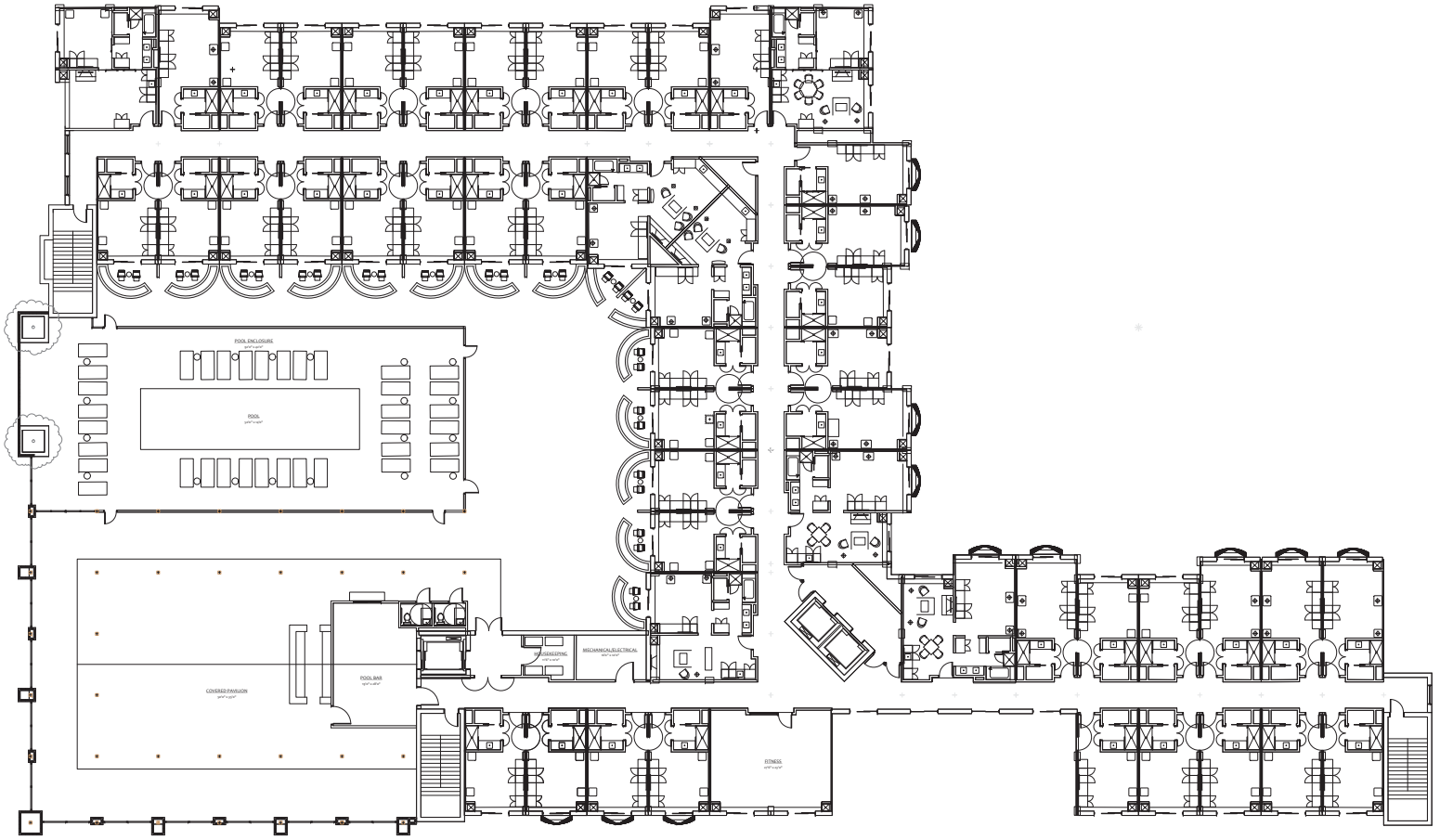
EXHIBIT - G



SECOND FLOOR PLAN

SCALE: 3/32" = 1'-0"

HOTEL	26,050 SF
POOL /PAVILION /GARDEN	15,200 SF

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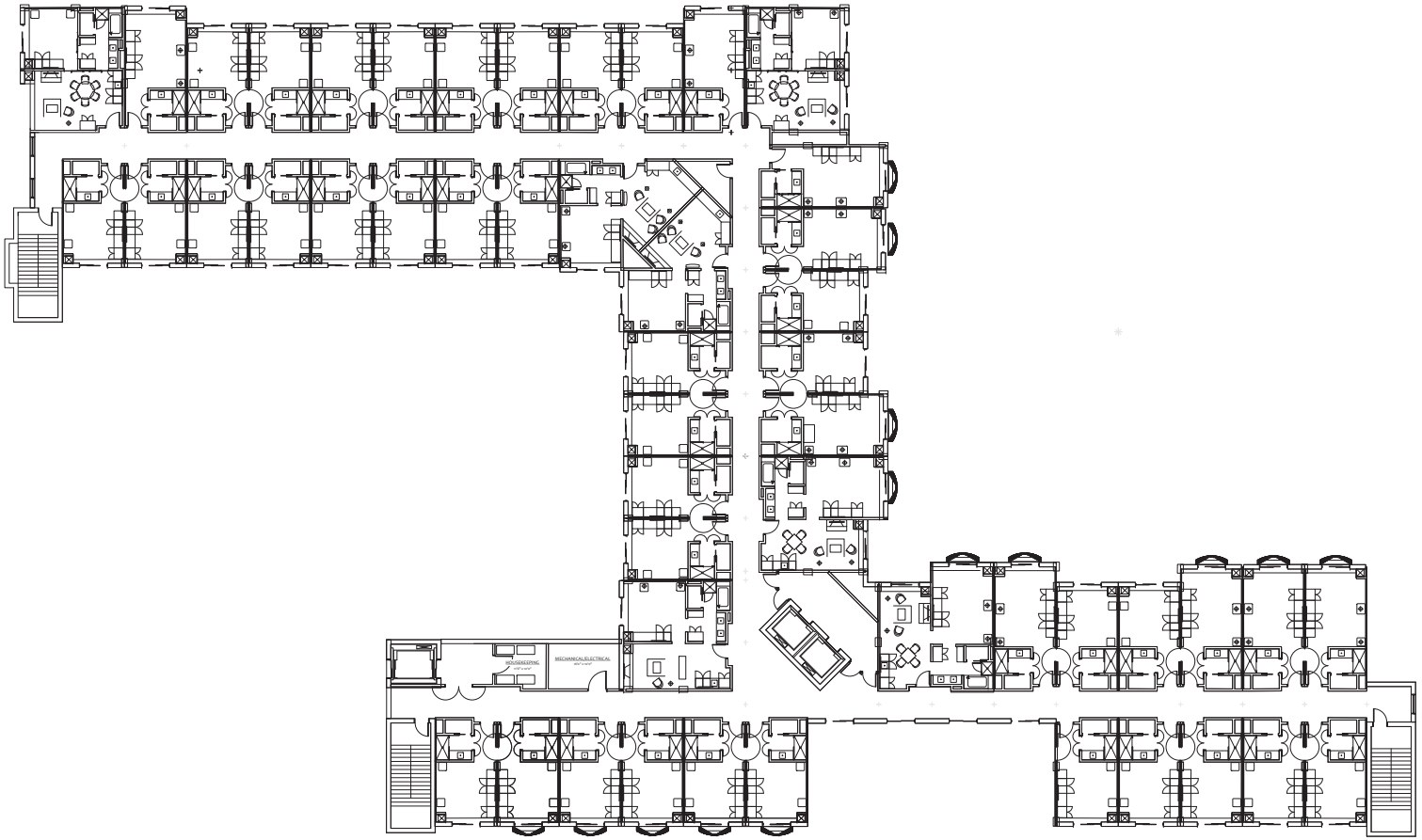
EXHIBIT - H



THIRD & FORTH FLOOR PLAN

SCALE: 3/32" = 1'-0"

HOTEL 26,050 SF (EA. FLOOR)

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EXHIBIT - I

ELEVATION - NORTH

SCALE: 1/16" = 1'-0"

ELEVATION - WEST

SCALE: 1/16" = 1'-0"

SECTION - WEST

SCALE: 1/16" = 1'-0"

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EXHIBIT - J

ELEVATION - SOUTH

SCALE: 1/16" = 1'-0"

ELEVATION - EAST

SCALE: 1/16" = 1'-0"

SECTION - EAST

SCALE: 1/16" = 1'-0"

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EXHIBIT - K

ELEVATION ILLUSTRATION - NORTH

SCALE: 1/16" = 1'-0"

ELEVATION ILLUSTRATION - WEST

SCALE: 1/16" = 1'-0"

COLORS AND MATERIALS

NOT TO SCALE

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EXHIBIT - L

VIEW FROM TRAIN TRACKS

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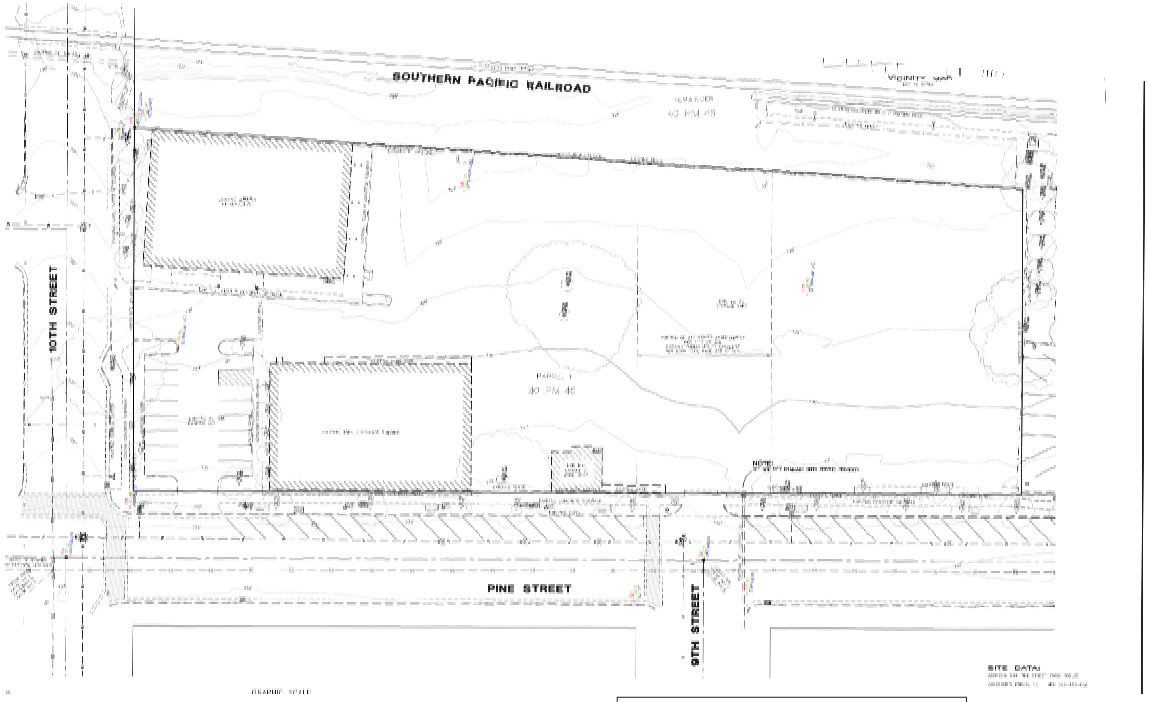
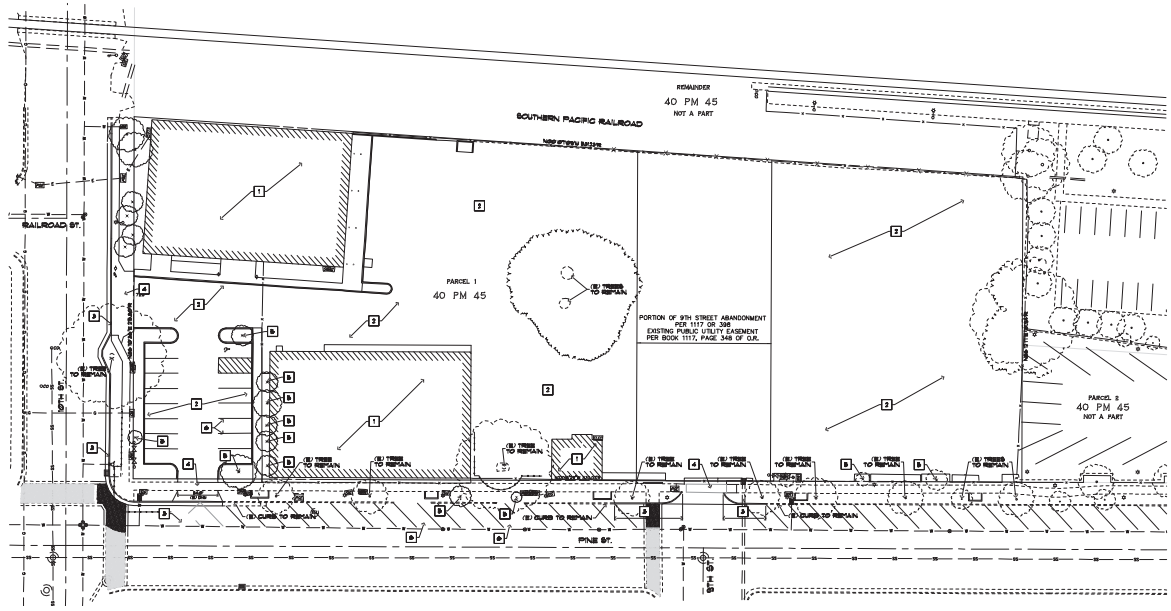
EXHIBIT - M



NOTE: TOPOGRAPHIC SURVEY PER TOPOGRAPHIC MAP BY HBS LAND SURVEY DATED JANUARY 2013.

TOPOGRAPHIC SURVEY

SCALE: 1" = 30'-0"



DEMOLITION NOTES

1. EXISTING BUILDING, RELATED FLATWORK, AND UTILITIES TO BE REMOVED.
2. EXISTING A.C. PAVEMENT TO BE REMOVED.
3. EXISTING CONCRETE CURB TO BE REMOVED.
4. EXISTING CONCRETE SIDEWALK/FLATWORK TO BE REMOVED.
5. EXISTING TREE TO BE REMOVED.
6. EXISTING PARKING STALL TO BE REMOVED

DEMOLITION PLAN

SCALE: 1" = 30'-0"

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INC
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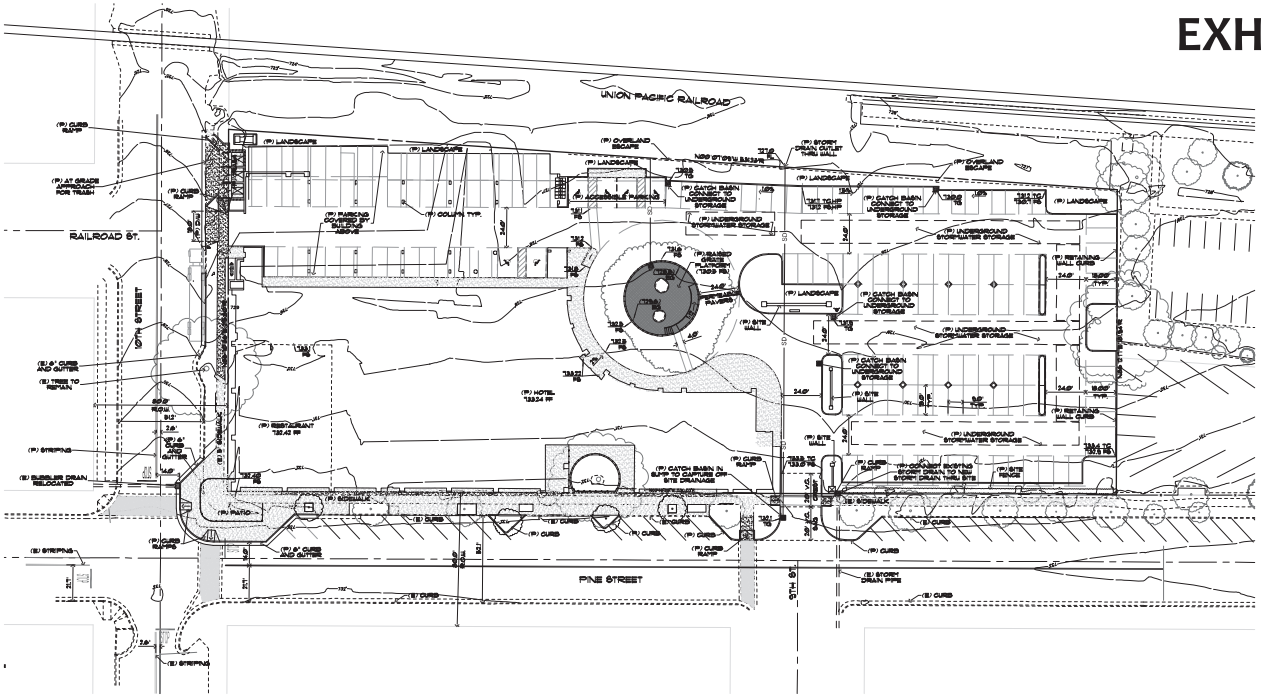
Hodge Company
Land Planning + Civil Engineering

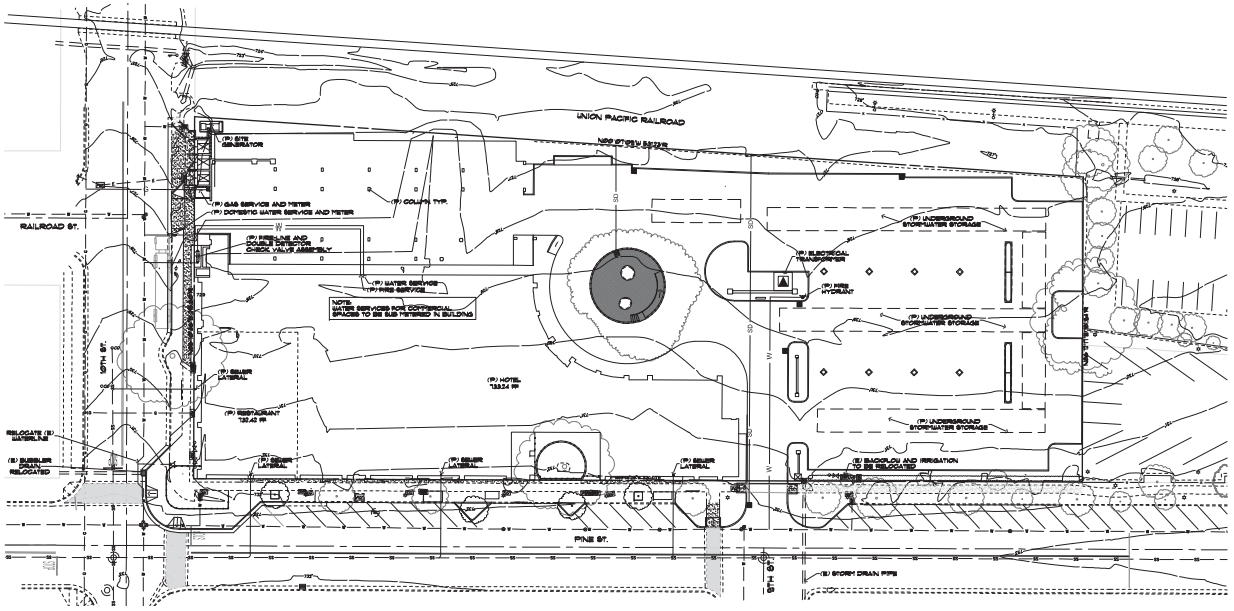
firma
landscape architects
planning environmental studies

EXHIBIT - N



PRELIMINARY GRADING AND DRAINAGE PLAN

SCALE: 1" = 30'-0"



PRELIMINARY UTILITY PLAN

SCALE: 1" = 30'-0"

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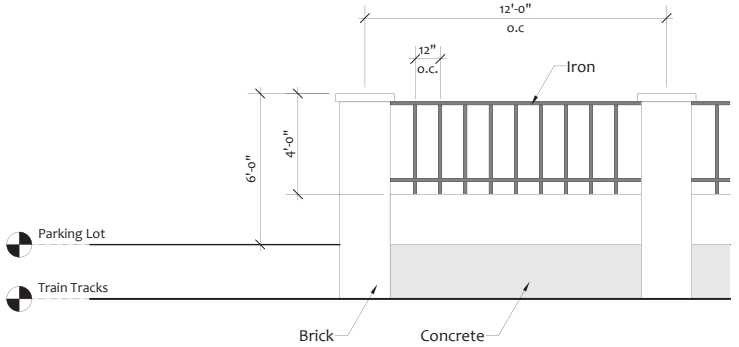
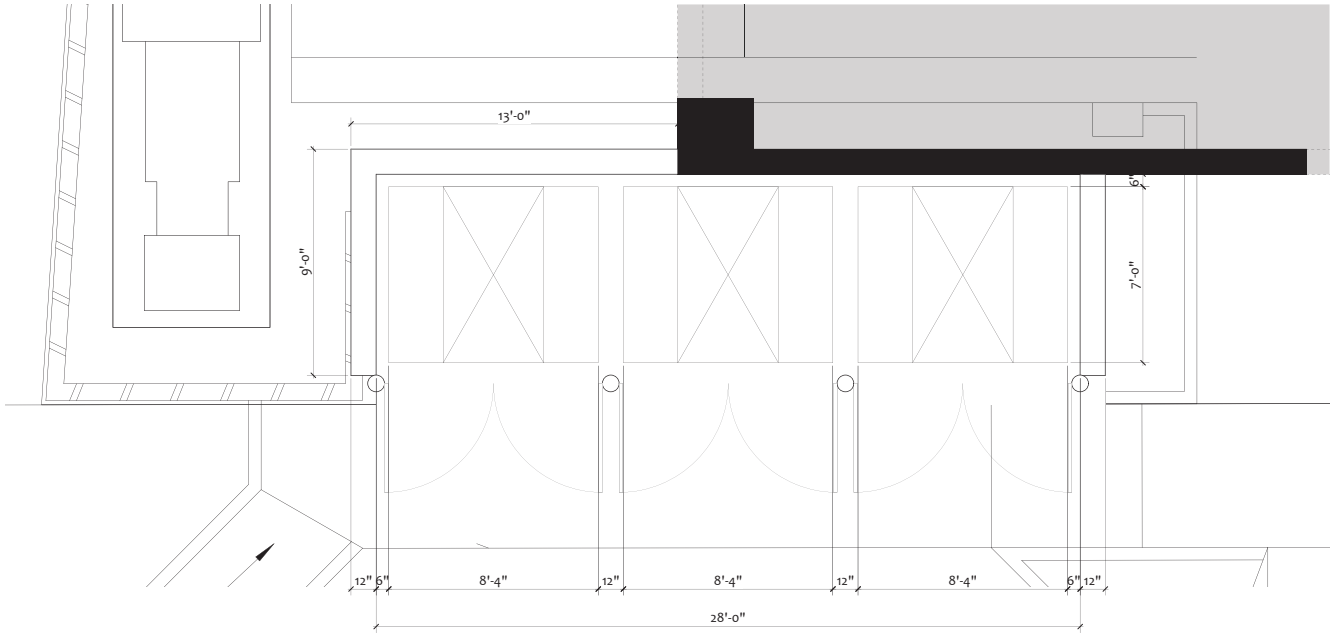
EXHIBIT - O



FENCE DETAIL

SCALE: 1/2" = 1'-0"



TRASH ENCLOSURE

SCALE: 1/2" = 1'-0"

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Exhibit O

Oak Tree Protection Plan

Pine Street Promenade

Prepared By

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

Steven Alvarez
Certified Arborist #WE 0511-A

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

Exhibit O

A & T ARBORISTS
P.O. BOX 1311 TEMPLETON, CA 93465 (805) 434-0131

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

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

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

This tree evaluation and protection plan is in regard to the development of the old Hayward lumber yard site at the corner of 10th and Pine. This project had a tree plan developed for it back in 2014. Although there were a few mistakes in the tree plan that will be discussed, this plan does not supersede the original plan. This is only an addendum per se. The attached spreadsheet however is up to date and accurate. Spreadsheet corrections include the following: Tree #2 is only six inches in diameter and not 14 inches. Tree #4 for the old report was listed as a valley oak when it is a Siberian elm. I substituted another live oak for tree #4 that is next to tree #2. I also added three smaller valley oaks that exist along Pine Street to the spreadsheet so that all native oaks (even less than 6 inches) were accounted for as some are street trees. The two live oaks at the corner of 10th and Pine Streets are six and four inches in diameter. Plans are to transplant both of the trees within city limits. Since they are both smaller trees, a tree spade should easily be able to do the job. Utilities will have to be accounted for through USA dig prior to tree movement. The planting locations must have access to water with the ability to run a hose on the trees periodically the next summer until they

have taken root. They will both be fertilized and have insecticide applied to help alleviate any stress.

Plans had called for pavers along the Pine Street frontage to replace the grass. I am concerned about the root damage to the plane trees in that area. Pavers are four inches deep plus four inches of base for a total of eight inches. Most all of those trees have extensive surface roots that would have to be removed for paver installation. Maybe select areas could have pavers for a walking path off of the street.

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

All trees potentially impacted by this project are numbered and identified on both the grading plan and the spreadsheet. Trees whose CRZ edges are greater than 50 feet from site disturbance will generally not be tagged and inventoried. Trees that are inherently protected by other saved trees will also not be tagged.

Tree Rating System

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

Determining factors include:

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

The rating system is defined as follows:

Rating	Condition
0	Deceased
1	Evidence of massive past failures, extreme disease and is in severe decline.
2	May be saved with attention to class 4 pruning, insect/pest eradication and future monitoring.
3	Some past failures, some pests or structural defects that may be mitigated by class IV pruning.
4	May have had minor past failures, excessive deadwood or minor structural defects that can be mitigated with pruning.
5	Relatively healthy tree with little visual structural and or pest defects.
6	Healthy tree that probably can be left in its natural state. Future pruning may be required.

7-9	The tree has had proper arboricultural pruning and attention or have no apparent structural defects.
10	Specimen tree with perfect shape, structure and foliage in a protected setting (i.e. park, arboretum).

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

Fencing: The proposed fencing must be a minimum of 4' high chain link, snow or safety fence staked at the edge of the CRZ or line of encroachment for each tree or group of trees. The fence shall be up before any construction or earth moving begins. The owner or their designee shall be responsible for maintaining an erect fence throughout the construction period. The arborist(s), upon notification, will inspect the fence placement once it is erected. After this time, fencing shall not be moved without arborist inspection/approval. If the orange plastic fencing is used, a minimum of four zip ties shall be used on each stake to secure the fence. All efforts shall be made to maximize the distance from each saved tree. The fencing must be constructed prior to the city pre-construction meeting for inspection by the city and the arborists. Fence maintenance is an issue with many job sites. Windy conditions and other issues can cause the fence to sage and fall. Keeping it erect should be a part of any general contractor's bid for a project. Down fencing is one of the causes for a stop work notice to be placed on a project.

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

Chip Mulch: All areas within the CRZ of the trees that cannot be fenced shall receive a 4-6" layer of chip mulch to retain moisture, soil structure and reduce the effects of soil compaction.

Trenching Within CRZ: All trenching/excavation for foundations within the CRZ of native trees shall be **hand dug**. All major roots shall be avoided whenever possible. All exposed roots larger than 1" in diameter shall be clean cut with sharp pruning tools and not left ragged. A **Mandatory** meeting between the arborists and grading/trenching contractor(s) shall take place prior to work start. This activity shall be monitored by the arborist(s) to insure proper root pruning is talking place. Any landscape architects and contractors involved shall not design any irrigation or other features within any drip line unless previously approved by the project arborist.

Grading Within CRZ: Grading shall not encroach within the drip line unless approved by the project arborist. Grading should not disrupt the normal drainage pattern around the trees. Fills should not create a ponding condition and excavations should not leave the tree on a rapidly draining mound.

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

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

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

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

Construction Materials And Waste: No liquid or solid construction waste shall be dumped on the ground within the CRZ of any native tree. The CRZ areas are not for storage of materials either. Any violations shall be remedied through proper cleanup approved by the project arborist at the expense of the owner.

Arborist Monitoring: An arborist shall be present for selected activities (trees identified on spreadsheet and items bulleted below). The monitoring does not necessarily have to be continuous but observational at times during these activities. It is the responsibility of the owner(s) or their designee to inform us prior to these events so we can make arrangements to be present. It is the responsibility of the owner to contract (prior to construction) a locally licensed and insured arborist that will document all monitoring activities.

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

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

Pruning: All native tree pruning shall be completed by a licensed and insured D49 tree trimming contractor that has a valid city business license. Class 4 pruning includes: Crown reduction pruning consisting of reduction of tops, sides or individual limbs. A trained arborist shall perform all pruning. No pruning shall take more than 25% of the live crown of any native tree. Any trees that may need pruning for road/home clearance shall be pruned **prior** to any grading activities to avoid any branch tearing.

Landscape: All landscape under the CRZ shall be drought tolerant or native varieties. Lawns shall be avoided. All irrigation trenching shall be routed around drip lines; otherwise above ground drip-irrigation shall be used. It is the owner's responsibility to notify the landscape architect and contractor regarding this mitigation. The project arborist shall approve all landscape materials and irrigation within the CRZ of any oak tree.

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

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

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

Final Inspection Letter: Upon project completion, the City of Paso Robles shall require a final letter from the project arborist. This final inspection shall note any problems with the trees ranging from failure to monitor critical root zone activities, improper pruning such as leaving stubs, and any visual declining tree health.

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

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

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

Chip Tamagni
Certified Arborist #WE 6436-A
CA State Pest Control Advisor and Applicator
ISA Certified Hazard Risk Assessor #1209
Cal Poly B.S. Forestry and Natural Resources Management

TREE PROTECTION SPREAD SHEET

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TREE #	TREE SPECIES	SCIENTIFIC NAME	TRUNK DBH	TREE COND.	CONST STATUS	CRZ % IMPACT	CONST IMPACT	MITIGATION PROPOSAL	MONT REQUIRED	PRUNING CLASS	AESTH. VALUE	FIELD NOTES	NS EW	LTSI H-M-L-N	USEFUL LIFE EXP.
1	VO	*Q. lobata*	40	3	I	70%	GR	F,RP,M	YES	IV	excel.	prev. impacted	70/70	med	40
2	LO	*Q. agrif.*	6	5	R	100%	GR	transplant	YES		good	Pine and 10th	10/10	low	100
3	VO	*Q. lobata*	36	4	I	30%	GR	F,RP,M	YES	IV	excel.		55/55	low	60
4	LO	*Q. agrif.*	4	5	R	100%	GR	transplant	YES		good	pine and 10th	7/7	low	100
5	VO	*Q. lobata*	36	4	I	15%	GR	F,RP,M	YES	IV	excel.	roundabout	60/50	low	60
6	VO	*Q. lobata*	32	4	I	15%	GR	F,RP,M	YES	IV	excel.	roundabout	60/50	low	60
7	VO	*Q. lobata*	6	5	A	0%	NONE	F	NO	IV	good	along pine	7/7	none	100
8	VO	*Q. lobata*	7	4	A	0%	NONE	F	NO		good	along pine	6/6	none	100
9	VO	*Q. lobata*	3	3	A	0%	NONE	F	NO		fair	along pine	4/4	none	5

111

1 = TREE #: MOSTLY CLOCKWISE FROM DUE NORTH

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

3= SCIENTIFIC NAME

4 = TRUNK DIAMETER @ 4'6"

5 = TREE CONDITION: 1 = POOR, 10 = EXCELLENT

6 = CONSTRUCTION STATUS: AVOIDED, IMPACTED, REMOVAL

7 = CRZ: PERCENT OF IMPACTED CRITICAL ROOT ZONE

8= CONSTRUCTION IMPACT TYPE: GRADING, COMPACTION, TRENCHING, FILL

9 = MITIGATION REQUIREMENTS: FENCING, MONITORING, ROOTPRUNING,

10 = ARBORIST MONITORING REQUIRED: YES/NO

11 = PERSCRIBED PRUNING: CLASS 1-4

12= AESTHETIC VALUE

13= FIELD NOTES

13= NORTH SOUTH/ EAST WEST CANOPY SPREAD

14= CANOPY SPREAD

15= LONG TERM SIGNIFICANT IMPACTS: HIGH, MEDIUM, LOW, NONE

16 = USEFUL LIFE EXPECTANCY

09/19/2017

Agenda Item 4

Exhibit O

#1

#2,4

#3

#5,6

#7,8,9

misldbld elm

SITE PLAN ILLUSTRATION
SCALE: 1" = 20'-0"

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BALANCE

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P2.1

Chip Tomason
#WE6436-A

ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM
AND MITIGATED NEGATIVE DECLARATION
CITY OF PASO ROBLES
September 2017

1. **PROJECT TITLE:** Pine Street Hotel: PD 17-006 (PD 14-001 Amendment)

   Concurrent Entitlements:

2. **LEAD AGENCY:** City of Paso Robles
   1000 Spring Street
   Paso Robles, CA 93446

   Contact: Darren Nash
   Phone: (805) 237-3970
   Email: dnash@prcity.com

3. **PROJECT LOCATION:** 944 Pine Street (SEC of 10th and Pine St.)
   Paso Robles, CA 93446
   (See Attachment 1, Vicinity Map)

   Assessor Parcel Number 009-156-008

4. **PROJECT PROPONENT:** Pine St. Promenade, LLC

   Contact Person: Debbie Lorenz
   Phone: (805) 471-1357
   Email: tbcconsults@gmail.com

5. **GENERAL PLAN DESIGNATION:** Downtown Commercial (DC)

6. **ZONING:** Town Center -1 (TC-1)

7. **PUBLIC REVIEW PERIOD:** September 6, 2017 through September 26, 2017

8. **PROJECT DESCRIPTION:**

The 2017 Pine Street Hotel project is a redesign of the previously entitled Pine Street Promenade project. The revised project is solely a hotel project with restaurant and retail uses. The revised project does not include the Performing Arts Center, the Parking Structure, or the previous condominium plan that was part of the Promenade project.

The revised project consists of the following:

Planned Development 17-006: the development of a 105,195 square foot, 151 room, 4-story hotel that would include a 6,300 square foot restaurant/banquet room, 4,780 square foot retail, and 2,900 square foot conference space. The project is located on the 2.4-acre site on the southeast corner of 10th Street and Pine Street, previously Hayward Lumber.

Project Size: the number of rooms has increased from 121 rooms originaly proposed with the Promenade project, to 151 rooms with Pine Street Hotel project. The overall square footage of the project has decreased from 189,331 square feet to 105,195 square feet, since the revised project does not include the separate restaurant building, the separate office building. Additionally, the performing arts building and parking structure were also removed from the project.

Height: Height of the revised project is similar to the previous project with most of the height of the hotel being at the 50-foot line, with architectural elements exceeding to 61 feet in height. The applicants are requesting the ability to retain the approved height exception to allow up the 61 foot height.

Floor Coverage: the massing of the revised building is less than the previous, however the fourth floor coverage ratio is the same as the second and third floors.

9. ENVIRONMENTAL SETTING:

Except for the existing planter areas and areas around the existing trees, the 2.4 acre site is currently covered in pavement and buildings. There are 6 existing oak trees located on the site that will be protected and preserved. Other non-oak tree species that are not protected under City regulations will be removed.

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

The property is within the City limits and is zoned for commercial development, including hotels. The land use classification and potential commercial development of this property was included in the 2015 Urban Water Master Plan. The property would be served with municipal water service. A more thorough discussion of municipal water supply and the City's ability to serve development anticipated in the Urban Water Master Plan is provided in Section IX, Hydrology and Water Quality.

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: _____ Date _____

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

8. The explanation of each issue should identify:
    a. the significance criteria or threshold, if any, used to evaluate each question; and
    b. the mitigation measure identified, if any, to reduce the impact to less than significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

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

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

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

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

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

Discussion: There are no scenic resources such as rock outcroppings or historic buildings located on the site or immediately near it and all of the oak trees located on the property will be protected and preserved; the project would not result in significant impacts to scenic resources.

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

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

The Specific Plan allows for multi-story buildings in the TC-1 zone. The project has been designed to comply with the 50-foot tall height limit to the eave, except for the two tower elements of the hotel building, which extends to 60-feet in height.

The previous Promenade project was approved for the tower elements and the flyloft for the performing arts building to extend up to 61-feet tall. The applicants are requesting the Planning Commission continue to allow for the 61-foot high increase in height.

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

Besides height, the other modification request the applicants are requesting, is the ability to have more than a 25-percent fourth floor coverage over the lower floors. The intent of this requirement is to provide for four story buildings, but require that the fourth floor be reduced in area and be setback from the lower floors, so that the massing of the building is reduced. In the case of the Promenade hotel building, each floor has elements of the building that "pop-out" or are setback, so the portions of the building where all four floors are on the same plane, are minimal. The revised project is also requesting more than 25 percent coverage of the fourth floor.

The proposed project would replace the existing buildings. While the project will alter the visual character of the existing site, the new development provides multi-story buildings at or close to the back of the sidewalk, which is encouraged in the TC-1 zone, and would improve and be compatible with the visual quality of the surrounding areas. As shown on the building elevations, the architecture is proposed to incorporate façade and roofline articulation, and quality building materials including use of stone veneer and standing seam metal roofing. Therefore, the proposed project including the proposed modifications would not likely significantly degrade the existing visual character of quality of the site and its surroundings.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1, 2, 10)	☐	☐	☒	☐

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

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

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

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

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
	Discussion: The site is not under Williamson Act contract, nor is it currently used for agricultural purposes.				
c.	Conflict with existing zoning for, or cause rezoning of, forest, land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 5114(g))?	☐	☐	☐	☒
	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?	☐	☐	☐	☒
	Discussion: See II c. above.				
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
	Discussion: The site is located in the urban downtown core, and is surrounded by commercial uses. Therefore, development of this site for lodging would not have a significant impact to agricultural or forestry resources.				

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

a.	Conflict with or obstruct implementation of the applicable air quality plan? (Source: Attachment 5)	☐	☒	☐	☐

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

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

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

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

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

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

2017 Update to Air Quality Study:

A revised Air Quality Study was prepared by Ambient Consulting for the revised Pine Street Hotel Project (Attachment 3) The study confirms that the project will have impacts that will need to be mitigated. Those mitigation measures are incorporated in to the project and listed in the Mitigation Monitoring and Reporting table.

Therefore, the project with recommended conditions is not in conflict with CAP. The analysis reported in Impacts b and c below, shows that while there are impacts, these impacts are below the significance thresholds established by the San Luis Obispo County APCD or, in the several cases where thresholds are exceeded, mitigations can be implemented to reduce impacts to less than significant levels. Therefore, with the implementation of Mitigation Measures AQ1-AQ2 outlined in the Mitigation Monitoring and Reporting Plan, Attachment 8, the project would be less than significant with mitigation measures incorporated.

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

Discussion:
As noted in Impact c, below, short-term construction activities may result in localized concentrations of pollutants that may adversely affect nearby sensitive receptors. Therefore, with recommended conditions the project does not violate the standards of the local APCD, and the Pine Street Promenade does not substantially contribute to non-attainment problems. Therefore, with the implementation of Mitigation Measures AQ1-AQ2 outlined in the Mitigation Monitoring and Reporting Plan, Attachment 8, the project would be less than significant with mitigation measures incorporated.

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		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)	☐	☒	☐	☐

Discussion: The Air Quality Study that was prepared for this project (Attachment 3) assessed the project's short term air quality impacts during the construction phases. The study determined, after running the necessary modeling that the project would exceed the APCD thresholds for short term construction emissions. Mitigation measures were provided that when applied to the project would bring the projects impacts from construction activities to less than significant.

The on-going impacts related to the long term operations of the project were also assessed. The study determined that vehicle travel by customers, hotel guests and employees accounts for most of the emissions. On-site equipment operation, maintenance and landscape work is also included in the computations. It was concluded that the project exceeds the emission threshold for the daily production of ROG+NO_X, both with and without mitigations.

The Air Pollution Control District CEQA handbook includes an extensive listing of actions that can be incorporated to reduce project emissions, see Table 3-5 (Attachment 3). Projects that generate between 25 and 29 lbs/day of combined ROG+NOx are to implement at least 8 mitigation actions. Projects that generate between 30 and 34 lbs/day of combined ROG + NOx are to implement at least 14 mitigation measures. The project sponsor has identified 32 mitigation measures appropriate to the Promenade that are suitable for implementation, and that would reduce ROG + NOx emissions to a less than significant level. These measures are highlighted in Table 3-5.

Therefore, with the implementation of Mitigation Measures AQ-1 outlined in the Mitigation Monitoring and Reporting Plan, Attachment 8, the project would be less than significant with mitigation measures incorporated.

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

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

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

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

The Ambient Air Quality Study, indicates that 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. On-site 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 standard and may also result in increased nuisance impacts to nearby land uses and receptors, therefore mitigation measures are necessary to insure that exposure of pollutants to sensitive receptors are kept at a level of less than significant.

Therefore, with the implementation of Mitigation Measures AQ2 outlined in the Mitigation Monitoring and Reporting Plan, Attachment 8, the project would be less than significant with mitigation measures incorporated.

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

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

Based on the closest existing residence being approximate 900 feet from the refuse area, and odors from restaurants being common in the commercial zones, objectionable odors affecting substantial numbers of people, would be less than significant.

IV. BIOLOGICAL RESOURCES: Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

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

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

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

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

With the revised Pine Street Hotel project, Chip Tamagni of A&T Arborists has provided a letter (Attachment 4a) indicating that the project will have lesser impacts on oaks than the previous design, and suggests some additional tree protection measures which have been incorporated into the mitigation monitoring program.

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

Avoidance and mitigation measures included in the Mitigation Monitoring and Reporting Table (Attachment 8) will be applied to ensure the potential impacts to the oak trees are less than significant.

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

Discussion: There is no riparian habitat located on this property. However, there are six oak trees on the property that are within the area of disturbance of the project. The project has been designed to preserve the trees and keep them as an amenity to the project. Oak trees that are 6 inches in diameter (dbh) are protected under the City's Oak Tree Protection Ordinance. Tree protection is also required for work that may occur within the "critical root zone" of the trees. An Arborist Report (see Attachment 4 and 4a) was prepared for this project which identifies oak tree mitigations to reduce potential impacts to a less than significant level. Mitigations help protect the health of oak trees that can be impacted by activities such as watering in the root zone or stacking materials or equipment in this area. Grading or other site disturbances in the root zone are controlled with mitigation measures to protect tree roots by requiring hand cutting of roots, etc. Avoidance and mitigation measures included in the Mitigation Monitoring and Reporting Table (Attachment 8) will be applied to ensure the potential impacts to the oak trees are less than significant.

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

Discussion: Since this is an infill site and was previously developed, there are no wetlands, waterways or other hydrological features located on the project site, or within the near vicinity that could be affected by the proposed project. Therefore, the project will not result in impacts to hydrological features and/or resources.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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: Since this is an infill site and was previously developed, and has continually been fenced in and is not within a migration corridor of any type, development of this site would not impact native resident or migratory fish or wildlife species.

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

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

f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

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?	☐	☐	☐	☒
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

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

Discussion (a-d):

There are also no archaeological or paleontological resources known to be present on the site or in the near vicinity. Since the property is not located within proximity to a creek or river or known cultural resource it is unlikely that there are resources located on the site.

There are no known human remains on the project site, however, per conditions of approval incorporated into the project, if human remains are found during site disturbance, all grading and/or construction activities shall stop, and the County Coroner shall be contacted to investigate.

Therefore, this project will result in less than significant impacts on cultural resources.

AB 52 – Initial Study will be circulated to the 6 tribes that have requested consultation. As mentioned above given the that the site has been previously disturbed with development, and given its location, impacts to cultural resources is anticipated to be less than significant.

VI. GEOLOGY AND SOILS: Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Sources: 1, 2, & 3)	☐	☐	☒	☐

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

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii. Seismic-related ground failure, including liquefaction? (Sources: 1, 2 & 3)	☐	☐	☒	☐

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

iv. Landslides?	☐	☐	☒	☐

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

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

Discussion: Per the General Plan EIR the soil condition is not erosive or otherwise unstable. As such, no significant impacts are anticipated. The geotechnical study prepared includes standard requirements to assure soil stability due to erosion, including submission of an erosion control plan to be approved by the City Engineer prior to commencement of site grading. The erosion control plan will insure that soil erosion will be handled in a manner that complies with City standards, and therefore impacts will be less than significant.

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

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

d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code, creating substantial risks to life or property?	☐	☐	☒	☐

Discussion: In accordance with the City's Local Hazard Mitigation Plan, Figure 6-7, Expansive Soils Map, the project site is identified to have a potential moderate risk for expansive soils. This condition is common throughout the City. Application of standard California Building Code requirements for structures, risks associated with moderately expansive soils can be addressed through routine implementation of building construction methods to stabilize foundations, sheer walls, roofing, etc. to reduce the potential for creating substantial risks to life or property to a less than significant level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

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

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

Discussion (a,b)

Greenhouse Gas Impact Analysis was prepared by David Dubbink Associates, July 2014, and an updated Analysis by Ambient Consulting in July 2017, Attachment 3. Construction emissions (amortized over 25 years) are included within the estimates for annual operations. The SLOAPCD adopted a quantitative threshold of 1,150 metric tons of CO_2e per year. Table 7, below, shows that the project, with the standard mitigations exceeds the accepted threshold for both the scenarios, including with and without the PAC.

	Source	CO_2e annual metric tons
With PAC	Construction (Amortized)	34
	Operations	2062
	Total	2096
Without PAC	Construction (Amortized)	27
	Operations	1921
	Total	1948
SLOAPCD	Threshold	1150

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

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

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

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

The project sponsor has accepted all required actions and has committed to taking additional voluntary actions to reduce greenhouse gas emissions, consistent with the Climate Action Plan, therefore impacts on greenhouse gas emissions will be less than significant with the following mitigation measures incorporated.
See Mitigation Measures GHG-1 in the Mitigation Monitoring and Reporting Table, Attachment 8.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

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

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

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

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

Discussion: The proposed hotel project will not emit hazardous materials and will not impact schools since there are no schools within the vicinity.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Government Code Section 65962.5.

e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
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: (VIII e & f) The project site is not located within an airport land use plan, within two miles of a public airport or public use airport, or within the vicinity of a private airstrip.

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

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

h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion: Per the 2003 General Plan Safety Element, and the Public Review Draft of the 2014 Local Hazard Mitigation Plan Update, the project is not in the vicinity of wildland fire hazard areas.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

Discussion: A Storm Water Control Plan was prepared by Michael Hodge, RCE and David Foote, LA, (April 2014, updated 2017, on-file) for this project. The plan identifies specific post-construction Best Management Practices that have been incorporated into the project in compliance with State Water Board requirements to meet water quality standards and discharge requirements. The project will incorporate conditions of approval to comply with these standards. With the imposition of these regulatory requirements, no impact would result as these regulatory requirements are designed to ensure that water quality standards are maintained.

The proposed project is designed to retain stormwater on-site through installation of various low-impact development (LID) features. The project has been designed to reduce impervious surfaces, preserve existing vegetation, and promote groundwater recharge by employing bioretention through implementation of these measures. Thus, water quality standards will be maintained and discharge requirements will be in compliance with State and local regulations. Therefore, impacts to water quality and discharge will be less than significant.

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

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

The project proponent would be required to pay development impact fees for water service expansion and availability to mitigate its proportionate share of related impacts. Additionally, the City assigns "duty" factors that anticipate the amount of water supply necessary to serve various types of land uses. These factors are derived from determining the average water demands for each zoning district in the City. In this circumstance, the water supply necessary for development of commercial land uses permitted in the RSC Zone includes hotels, as well as other uses, and is incorporated into the water demand assumptions of the 2016 UWMP. Therefore, this demonstrates that this project will have adequate water supply available, and will not further deplete or in any way affect, change or increase water demands planned for use in the basin.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Source: 10)	☐	☐	☒	☐

Discussion: The drainage pattern on the site would not be substantially altered with development of this project since site development will generally maintain the existing, historic drainage pattern of the property, and new hydromodification drainage will be maintained on the site. Additionally, surface flow would be directed to drainage areas for percolation into bioswale drainage features on the property or within the adjacent right of way areas. There are no streams, creeks or rivers on or near the project site that could be impacted from this project or result in erosion or siltation on- or off-site. Therefore, impacts to drainage patterns and facilities would less than significant.

d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Source: 10)	☐	☐	☒	☐

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

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

Discussion: As noted in IX a. above, per the Stormwater Management Plan prepared for this project, surface drainage will be managed either onsite or in adjacent right-of-way areas, and will not significantly add to offsite drainage facilities. Additionally, onsite LID drainage facilities will be designed to clean pollutants before they enter the groundwater basin. Therefore, drainage impacts that may result from this project would be less than significant.

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

Discussion: See answers IX a. – e. This project will result in less than significant impacts to water quality.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒

Discussion: There is no housing associated with this project nor is there any housing in the near vicinity downstream from the site, and the site is not within or near a flood hazard area. Therefore, this project could not result in flood-related impacts to housing.

h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒

Discussion: See IX g. above. The property is not within or near a 100-year flood hazard area.

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

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

j.	Inundation by mudflow?	☐	☐	☐	☒

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

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

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

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING: Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
Discussion: The project is largely surrounded by undeveloped, vacant property to the west and north. Highway 101 is located to the east and SR 46W is locate to the south. There is no established community within the project vicinity. Therefore, the project will not physically divide an established community.				
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
Discussion: As a mixed-use project including the proposed hotel, retail, restaurant, the project is consistent with the with the Downtown Commercial General Plan Land Use Designation and the Town Center-1 zoning. The project proponent is requesting a modification to the Uptown Town Center Specific Plan to allow for exception to the 50 foot height limit of the TC-1 zoning district. As demonstrated in Section I, Aesthetics (of this study), exceeding the height limit would not result in significant aesthetic-related environmental effects, and in compliance with meeting specific criteria and making established findings, the project would not conflict with the applicable zoning. The project site design is also consistent with the Gateway Design Standards. There are no other plans that apply to the property. Therefore, the project does not conflict with applicable plans or policies adopted to avoid or mitigate environmental effects.				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
Discussion: There are no habitat conservation plans or natural community conservation plans established in this area of the City. Therefore, there could be no conflicts with conservation plans.				
XI. MINERAL RESOURCES: Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Source: 1)	☐	☐	☐	☒
Discussion: There are no known mineral resources at this project site.				
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Source: 1)	☐	☐	☐	☒
Discussion: There are no known mineral resources at this project site.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE: Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: 1)	☐	☒	☐	☐

Discussion:

An udated Noise and Vibration Study was prepared by Ambient Air Quality and Noise Consultants July 2017 for this project (Attachment 7). The study indicates that the major noise and vibration issue at this location is the Union Pacific Railroad that is located immediately east of the project site. Traffic from Highway 101 also contributes to the acoustic environment, as well as traffic on local streets.

For determination of land use compatibility for transportation noise sources, the City's General Plan establishes a "normally acceptable" exterior noise standard of 65 dBA CNEL/Ldn for hotels. Exterior noise levels of up to 70 dBA CNEL/Ldn are considered "conditionally acceptable" provided necessary noise-reduction measures are incorporated. The inclusion of fresh air supply systems to allow windows to remain closed is normally sufficient to meet the "conditionally acceptable" noise standard (City of Paso Robles 2003). In addition to the noise criteria for determination of land use compatibility, the General Plan also establishes exterior and interior noise standards for non-transportation and transportation sources. For hotel uses, the maximum allowable noise exposure within outdoor activity areas is 65 dBA CNEL/Ldn. The maximum allowable noise exposure for interior areas of the hotel is 45 dBA CNEL/Ldn. Non-transportation noise levels are limited to 50 dBA Leq and 70 dBA Lmax during the daytime hours (7 a.m. to 10 p.m.) and 45 dBA Leq and 65 dBA Lmax during the nighttime hours (10 p.m. to 7 a.m.)

Land Use Compatibility
Major transportation noise sources in the project vicinity include U.S. Highway 101, located approximately 400 feet east of the project site, and the Union Pacific Railroad corridor, which is located adjacent to the eastern boundary of the project site. Based on predicted future noise contours noted in the City's General Plan, the predicted future (year 2025) 65 and 70 dBA CNEL/Ldn noise contours for U.S. Highway 101 would extend to 487 and 226 feet from the roadway centerline. The projected future (year 2025) 65 and 70 dBA CNEL/Ldn noise contours for the adjacent rail corridor, including freight and Amtrak trains, would extend to 138 and 64 feet from the track centerline. Projected future noise contours are depicted in Figure 2.

No outdoor activity areas are located on the project site that would be directly exposed to transportation noise levels or located within the projected 65 dBA CNEL/Ldn noise contours of nearby transportation noise sources. Based on the projected noise contour distances noted above, predicted transportation noise levels along the eastern exterior façade of the proposed hotel would range from approximately 67 to 73 dBA CNEL/Ldn. These predicted exterior noise levels include freight and Amtrak train passby events, train idling, and vehicle traffic along nearby U.S. Highway 101. The highest predicted noise levels would occur at upper-floor locations along the eastern façade of the proposed hotel, nearest the Union Pacific Railroad corridor. Assuming an average exterior-to-interior noise reduction of 25 dB with windows closed, which is typical for compliance with current building standards, predicted interior noise levels of these nearest rooms would be approximately 48 dBA CNEL/Ldn. Predicted exterior traffic noise levels would exceed the City's "normally acceptable" exterior noise standard of 65 dBA CNEL/Ldn, as well as, the interior noise standard of 45 dBA CNEL/Ldn. As a result, this impact would be considered potentially significant..
Increases in Traffic Noise Levels

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

Typically, a doubling of vehicle traffic would be required before a noticeable increase (i.e., 3 dBA, or greater) in traffic noise levels would occur. Based on the traffic analysis prepared for this project, the proposed project would not result in a doubling of daily vehicle traffic along area roadways. As a result, this impact is considered less than significant.

Increases in Non-Transportation Noise Levels

Noise sources commonly associated with hotels can include occasional parking lot activities (e.g., opening and closing of vehicle doors, people talking), and use of onsite building equipment, such as HVAC systems, boilers, and power generators. Building equipment, such as boilers and air conditioning units, would be located on rooftops, enclosed within the structure and shielded from direct public exposure. As a result, predicted noise levels associated with these sources would not be anticipated to exceed the City's noise standards.

The proposed project may also include installation of a natural-gas-fueled emergency generator, located at ground-level near the northeastern boundary of the project site. Operation of the emergency generator would typically be largely limited to routine testing and maintenance activities, which are typically limited to fewer than 16 hours per month and during the daytime hours. Detailed specifications for the emergency generator have not yet been identified. However, based on manufacturer's technical data for units installed at similar facilities, uncontrolled noise levels associated with generators can reach levels of up to approximately 85 dBA Leq at 25 feet. Based on this noise level, uncontrolled noise levels at the property line of the nearest land uses would be approximately 73 dBA Leq. Assuming an average exterior-to-interior noise reduction of 25 dBA, predicted interior noise levels at the office uses located east of the project site could reach levels up to 48 dBA Leq. If uncontrolled, operational noise levels associated with the proposed generator could potentially exceed the City's daytime and nighttime noise standards for non-transportation noise sources (i.e., 50 dBA Leq and 45 dBA Leq, respectively). It is important to note that routine maintenance and testing of the emergency generator would typically occur during the daytime hours. In addition, operational noise levels associated with the emergency generator would be partially masked by existing train noise levels. Nonetheless, because uncontrolled noise levels could potentially exceed the City's noise standards for non-transportation noise sources, this impact would be considered potentially significant.

Parking Lots

The proposed project would include construction of surface parking lots to serve proposed development. Based on the traffic analysis prepared for this project, the proposed project would generate a maximum of approximately 145 vehicle trips during the peak-hour. Based on this traffic volume, parking lots associated with the proposed land uses would generate peak-hour noise levels of approximately 35 dBA Leq, or less, at the project boundaries and would be largely masked by ambient noise levels. This impact is considered less than significant.

Significance after Mitigation

Implementation of the above mitigation measures and compliance with current building code requirements for building insulation would reduce interior noise levels of the hotel to below 45 dBA CNEL/Ldn. In addition, noise levels associated with the proposed emergency generator would not exceed applicable noise standards and would be largely masked by ambient noise levels.

With mitigation, this impact would be considered less than significant. Mitigation Measures N1-N7 have been provided for the project to bring the impacts associated with noise to a level of insignificance. See Mitigation Monitoring and Reporting Table (Attachment 8) describing the mitigation measures.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐

Discussion:

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

Noise levels associated with off-road construction equipment is summarized in Table 4 of the City's Noise Element. As depicted, noise levels generated by individual pieces of construction equipment typically range from approximately 74 dBA to 89 dBA Lmax at 50 feet (FTA 2006). Average-hourly noise levels can vary, depending on the activities performed, reaching levels of up to approximately 83 dBA Leq at 50 feet. Short-term increases in vehicle traffic, including worker commute trips and haul truck trips may also result in temporary increases in ambient noise levels at nearby land uses. Construction activities occurring during the more noise-sensitive nighttime hours would be of particular concern given the potential for increased levels of annoyance. As a result, this impact would be considered potentially significant.

Significance after Mitigation
With mitigation, construction activities would be limited to the daytime hours. The proper maintenance of construction equipment and use of mufflers would reduce equipment noise levels by approximately 10 dB. With mitigation, this impact would be considered less than significant. Mitigation Measures N8 and N9 have been provided for the project to bring the impacts associated with noise to a level of insignificance. See Mitigation Monitoring and Reporting Table (Attachment 8) describing the mitigation measures.

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

Discussion:

As discussed in Impact A, implementation of the proposed project would not result in increased transportation noise levels. However, installation of the proposed emergency generator may result in increases in ambient noise levels that could potentially exceed the City's noise standards for non-transportation sources. As a result, this impact is considered potentially significant. (Refer to Impact A for additional discussion of noise impacts and recommended mitigation measures.)

Mitigation Measures

Implement Mitigation Measure Noise A.7.

Significance after Mitigation
With implementation of Mitigation Measure Noise A.7 operational noise levels associated with the proposed emergency generator would be reduced to a less-than-significant level. See Mitigation Monitoring and Reporting Table (Attachment 8) describing the mitigation measures.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

Discussion:

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

There are no federal, state, or local regulatory standards for groundborne vibration. However, various criteria have been established to assist in the evaluation of vibration impacts. For instance, the California Department of Transportation (Caltrans) has developed vibration criteria based on potential structural damage risks and human annoyance. Based on these criteria, short periods of ground vibration exceeding an exterior peak-particle velocity (ppv) of 0.1 inches per second (in/sec) or an interior level of 0.2 in/sec ppv, may result in increased levels of annoyance. Groundborne vibration levels exceeding 0.2 in/sec ppv may also have a potential for building damage, particularly for older more fragile buildings (Caltrans 2013).

Groundborne vibration levels associated with representative construction equipment are summarized in Table 3 of the Noise Attachment 7. Based on the vibration levels presented in Table 3, ground vibration generated by construction equipment would not be anticipated to exceed approximately 0.08 inches per second ppv at 25 feet. Predicted vibration levels at the nearest offsite structures, which are located in excess of 70 feet from the project site, would be approximately 0.06 in/sec ppv. Groundborne vibration levels associated with onsite demolition and construction activities would not exceed the minimum recommended criteria for structural damage and human annoyance at nearby structures. As a result, this impact would be considered less than significant.

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

Discussion:

The nearest public or private airport is the Paso Robles Municipal Airport, which is located approximately four miles northeast of the project site. The project site is not located within the projected 65 dBA CNEL/Ldn contours of Paso Robles Municipal Airport (City of Paso Robles 2004). As a result, the project site is not subject to high levels of aircraft noise. No impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING: Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Source: 1)	☐	☐	☐	☒
Discussion (a-c): The proposed hotel project will create jobs that can be absorbed by the local and regional employment market, and will therefore not create the demand for new housing or population growth or displace housing or people.				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
There are no homes located on this site. As such, the project would not displace a substantial number of existing housing.				
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
As noted above, there are no homes located on the project site. Therefore, there is no displacement of people, and therefore no impact.				
XIV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection? (Sources: 1,10)	☐	☐	☒	☐
b. Police protection? (Sources: 1,10)	☐	☐	☒	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Other public facilities? (Sources: 1,10)	☐	☐	☒	☐
Discussion (a-e): The proposed project will not result in a significant demand for additional new services since it is not proposing to include new neighborhoods or a significantly large scale development that cannot be provided services through existing resources, and the incremental impacts to services can be mitigated through payment of standard development impact fees. Therefore, impacts that may result from this project on public services are considered less than significant.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion (a&b):

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

XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures or effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐

Discussion:

A Traffic Report was prepared by Orosz Engineering Group for this project (June 2014, see Attachment 6). The traffic report summarizes the trip generation, traffic impacts and parking operations analysis for the project.

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

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

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

The Report concludes that with the addition of the project, the existing intersections operating characteristics would not change. All intersections in the vicinity of the project would continue to operate at LOS C or better during the AM and PM peak hours with project traffic.

Orosz Engineering provided a updated Trip Generation and Parking Evaluation for the revised Pine Street Hotel project, dated May 11, 2017 (Attachment 6a). When comparing the trip generation from the original project with the revised project, the revised project would result in a reduction of approximately 10-20 percent of the original project trip generation. See Table 1 below.

Table 1
Trip Generation Revised Project 2017

Land Use	Original Project	2017 Project ADT	Original Project AM Peak	2017 Project AM Peak	Original Project PM Peak	2017 Project PM Peak
Hotel	946	1347	71	101	74	106
Restaurant	472	397	4	4	39	33
Retail	563	106	47	9	34	6
Office	128	0	18	0	17	0
Total Project	2109	1850	140	114	164	145

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

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

b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	Discussion: See XVI a. above. Additionally, the project site is located adjacent to the City's Transportation Center which will provide pedestrian connections from the Center to the project. Therefore, impacts related to congestion management will be less than significant level.				
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
	Discussion: The project site is not located within an airport land use planning area.				
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
	Discussion: There are no hazardous design features associated with this project that could result in safety hazard impacts from this project.				
e.	Result in inadequate emergency access?	☐	☐	☐	☒
	Discussion: The project will not impede emergency access, and per the City Engineering Standards and Specifications, City Zoning Code, Section 22.22.080, and the California Fire Code, the project access is designed in compliance with all emergency access safety features to City emergency access standards (e.g. a paved 25 foot wide access driveway, required turning radius and turnarounds, etc.).				
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
	Discussion: The project incorporates multi-modal transportation facilities and access such as sidewalks, and walkways, and a transit stop at the adjacent Transpiration Center. Therefore, it does not conflict with policies and plans regarding these facilities.				
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
	Discussion: The project will comply with all applicable wastewater treatment requirements as required by the City, the Regional Water Quality Control Board, and the State Water Board Therefore, there will be less than significant impacts resulting from wastewater treatment from this project.				

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

Discussion: Per the City's General Plan EIR, Urban Water Management Plan, Sewer System Management Plan (SSMP), Wastewater Master Plan (WWMP), the City's water and wastewater treatment facilities in the vicinity and at the wastewater and water treatment plants are adequately sized, including planned facility upgrades, to provide water needed for this project and to treat resulting effluent. The applicant will be required to pay for utility connections and associated improvements, as well as development impact fees to offset and mitigate the projects proportional share of impact to these facilities. Therefore, this project will not result in the need to construct new facilities.

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

Discussion: All new stormwater resulting from this project will be managed on the project site, and will not enter existing storm water drainage facilities or require expansion of new drainage facilities. Per the Storm Water Control Plan prepared for this project, stormwater will be controlled through several types of facilities. These include constructing the parking lot and flatwork areas to convey stormwater to landscaped bioswales, installation of pervious paving materials in the rear parking lot area, installing a rooftop drainage cistern system for use on landscaping, and a drainage retention basin. Therefore, the project will not impact the City's storm water drainage facilities.

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

Discussion: As noted in section IX on Hydrology, the project can be served with existing water resource allocations available and will not require expansion of new water resource entitlements.

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

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

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

remaining capacity of 2 MGD.

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

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

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

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

Based on capacity information of the City's Landfill capacity, annual waste stream and estimated C&D, it can be determined that the City's landfill has adequate capacity to accommodate the proposed projects solid waste disposal needs.

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

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

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒

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

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

Discussion: The analyses prepared for this project demonstrate that potentially significant impacts that may result from implementation of this project will not:

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

Based on substantial evidence in the record, potential impacts identified related to Air Quality, GHG emissions, Noise and Biological, are not cumulatively considerable.

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

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

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

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

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

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

EARLIER ANALYSIS AND BACKGROUND MATERIALS.

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

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

Reference #	Document Title	Available for Review at:
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446
2	City of Paso Robles Zoning Code	Same as above
3	City of Paso Robles Environmental Impact Report for General Plan Update	Same as above
4	2005 Airport Land Use Plan	Same as above
5	City of Paso Robles Municipal Code	Same as above
6	City of Paso Robles Water Master Plan	Same as above
7	City of Paso Robles Urban Water Management Plan 2010	Same as above
8	City of Paso Robles Sewer Master Plan	Same as above
9	City of Paso Robles Housing Element	Same as above
10	City of Paso Robles Standard Conditions of Approval for New Development	Same as above
11	San Luis Obispo County Air Pollution Control District Guidelines for Impact Thresholds	APCD 3433 Roberto Court San Luis Obispo, CA 93401
12	San Luis Obispo County – Land Use Element	San Luis Obispo County Department of Planning County Government Center San Luis Obispo, CA 93408
13	USDA, Soils Conservation Service, Soil Survey of San Luis Obispo County, Paso Robles Area, 1983	Soil Conservation Offices Paso Robles, Ca 93446
14	Gateway Design Standards	Community Development Department
15	Paso Robles Bicycle Master Plan	Same as above
16	Development Impact Fees (DIF) in accordance with Council Resolution No. 14-035, and related Justification Study prepared by David Taussig & Associates dated March 20, 2014.	Community Development Department
17	Initial Study/Mitigated Negative Declaration prepared by Caltrans and the City of Paso Robles dated December 2009 (SCH # 2008051102) and related Project	Community Development Department

Attachments:

1. Vicinity Map
2. Site Plan
3. Air Quality and GHG Assessment (July 2017)
4. Arborist Report

4a. A&T Arborist Letter

5. Water Conservation Analysis

5a Updated Water Cons. Analysis

6. Noise Assessment
7. Traffic Analysis

7a. Revised Traffic Analysis

8. Mitigation Monitoring and Reporting Program

Attachment 7

Attachement 1
Vicinity Map
PD 14-001
(Promenade)

Attachment 7

SITE PLAN ILLUSTRATION

SCALE: 1" = 20'-0"

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CA 93401
Ph: 805.595.1960
Fx: 805.595.1980

BALANCE
Green Consulting

Hodge Company
Land Planning + Civil Engineering

firma
landscape architects

P2.1

Attachment 7

AIR QUALITY & GREENHOUSE GAS IMPACT ASSESSMENT

FOR THE PROPOSED

PINE STREET PROMENADE PROJECT

PASO ROBLES, CA

JULY 2017

PREPARED BY:

AMBIENT
AIR QUALITY & NOISE CONSULTING

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

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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_4	Methane
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
DPM	Diesel-Exhaust Particulate Matter or Diesel-Exhaust PM
FCAA	Federal Clean Air Act
GHG	Greenhouse Gases
HAP	Hazardous Air Pollutant
LOS	Level of Service
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards or National AAQS
NESHAPs	National Emission Standards for HAPs
NO_x	Oxides of Nitrogen
OAP	Ozone Attainment Plan
O_3	Ozone
Pb	Lead
PM	Particulate Matter
PM_{10}	Particulate Matter (less than 10 µm)
$PM_{2.5}$	Particulate Matter (less than 2.5 µm)
ppb	Parts per Billion
ppm	Parts per Million
ROG	Reactive Organic Gases
SIP	State Implementation Plan
SLOAPCD	San Luis Obispo County Air Pollution Control District
SO_2	Sulfur Dioxide
SCCAB	South Central Coast Air Basin
TAC	Toxic Air Contaminant
$\mu g/m^3$	Micrograms per cubic meter
U.S. EPA	United State Environmental Protection Agency

INTRODUCTION

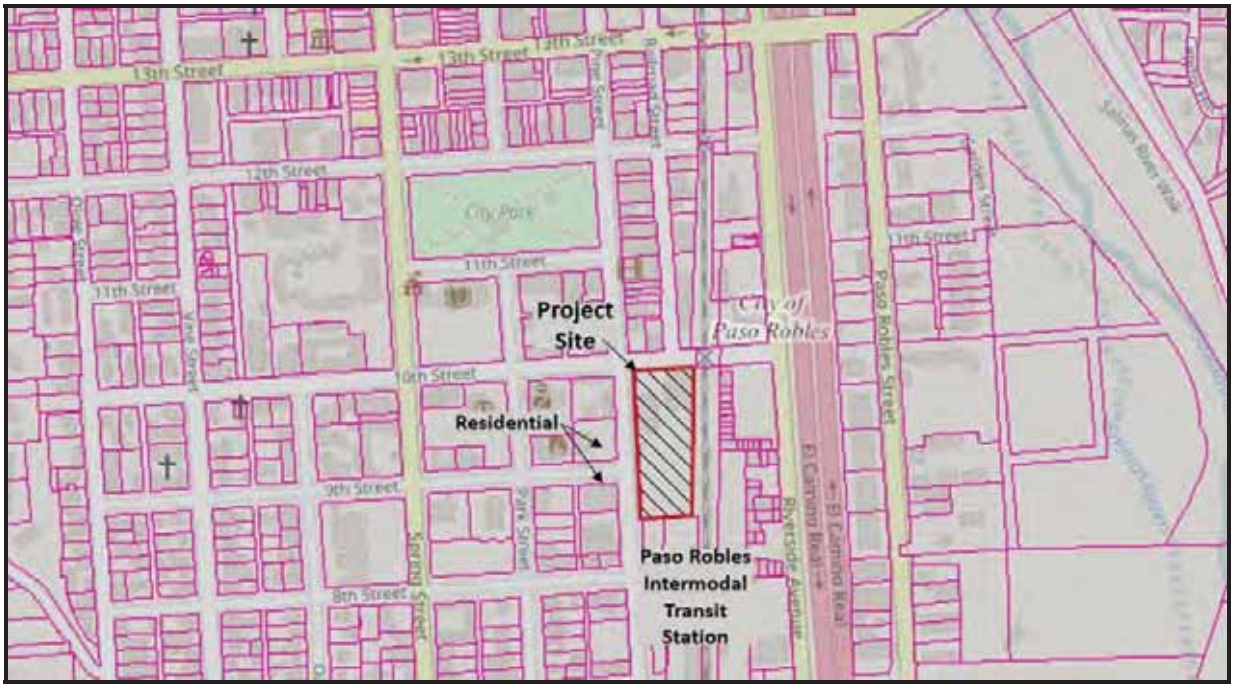
This report provides an analysis of air quality and GHG impacts associated with the proposed Pine Street Promenade project. This report also provides a summary of existing conditions in the project area and the applicable regulatory framework pertaining to air quality and climate change.

PROPOSED PROJECT

The proposed project includes the construction of a 151-room hotel, a 6,300 square-foot restaurant, and 4,780 square feet of retail. The project site is located at the southeast corner of the 10th Street and Pine Street intersection in the City of Paso Robles, California. Project construction is anticipated to begin in 2018 and would occur over an approximate 18-month period. The proposed project location is depicted in Figure 1. The proposed project site plan is depicted in Figure 2.

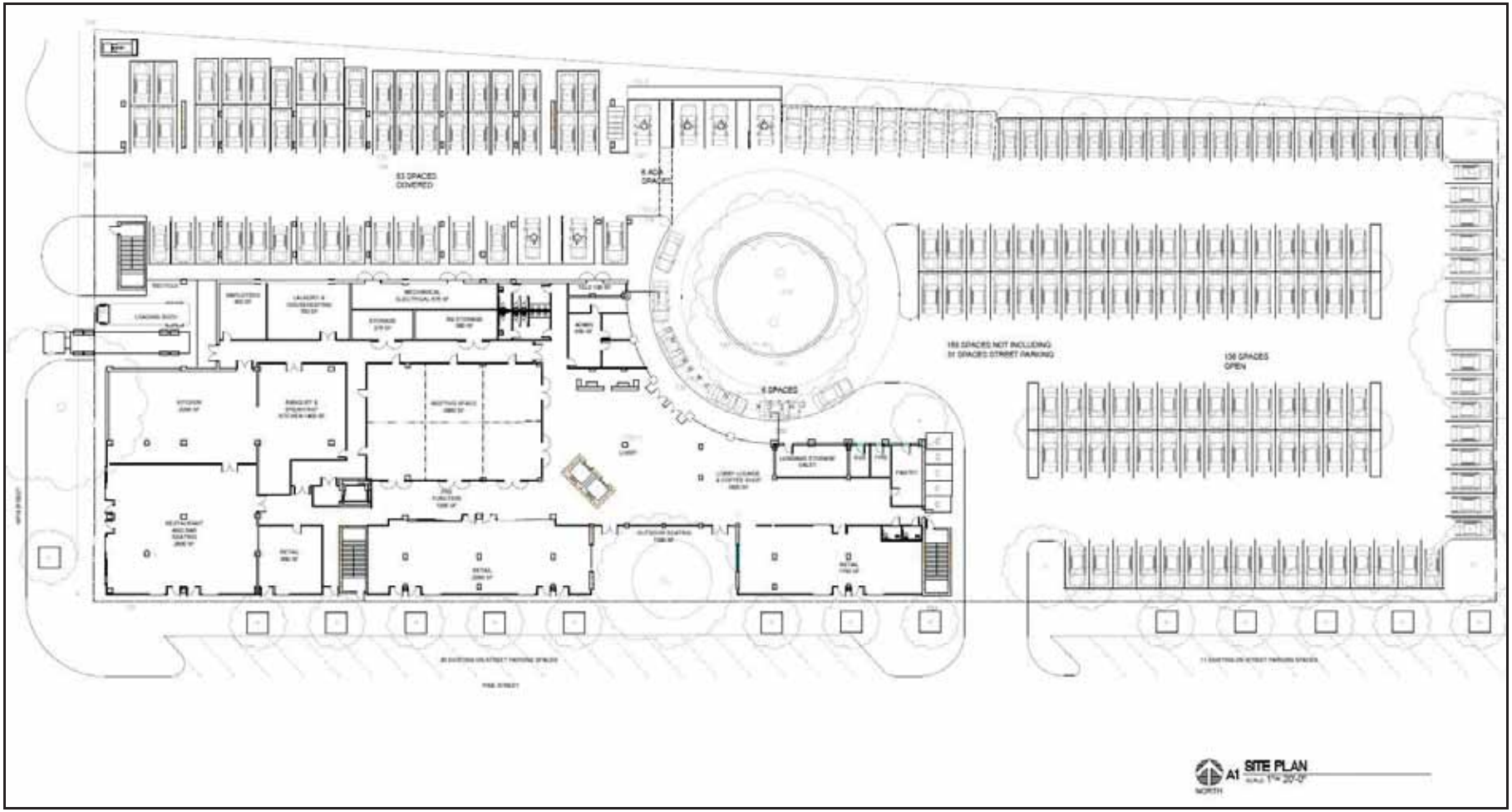
The project site is bound by 10th Street to the north, Pine Street to the west, the Paso Robles Intermodal Transit Station to the south, and existing commercial development to the east, across the Union Pacific Railroad. Nearby land uses consist predominantly of commercial and public uses. The nearest sensitive land uses include residential dwellings located near the intersection of 8th Street and Pine Street, west of the project site (Refer to Figure 1).

Figure 1
Proposed Project Site Plan



Not to Scale. All locations and boundaries are approximate.
Image Source: San Luis Obispo County, 2017

Figure 2
Preliminary Architectural Site Plan



Not to scale.
Image Source: OEG 2017

AIR QUALITY

SETTING

Paso Robles is 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 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 in the Santa Lucia Coastal Range, where many peaks are 2,000 to 3,400 feet above mean sea level. Substantial ridgelines are distributed throughout the western, southern, and eastern portions of the City. The effects of the Pacific Ocean are diminished inland and by these major intervening terrain features.

Local and Regional Meteorology

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

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

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

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

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

This effect is intensified when the Pacific High weakens or moves inland to the east. This may produce a "Santa Ana" condition in which air, often pollutant-laden, is transported into the county from the east and southeast. This can occur over a period of several days until the high-pressure system returns to its normal location, breaking the pattern. The breakup of a Santa Ana condition may result in relatively stagnant conditions and a buildup of pollutants offshore. The onset of the typical daytime sea breeze can bring these pollutants back onshore, where they combine with local emissions to cause high pollutant concentrations. Not all occurrences of the "post Santa Ana" condition lead to high ambient pollutant levels, but it does play an important role in the air pollution meteorology of the county (SLOAPCD 2001).

Atmospheric Stability and Dispersion

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

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

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

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

CRITERIA AIR POLLUTANTS

For the protection of public health and welfare, the Clean Air Act (CAA) required that the United States Environmental Protection Agency (U.S. EPA) establish National Ambient Air Quality Standards (NAAQS) for various pollutants. These pollutants are referred to as "criteria" pollutants because the US EPA publishes criteria documents to justify the choice of standards. These standards define the maximum amount of an air pollutant that can be present in ambient air without harm to the public's health. An ambient air quality standard is generally specified as a concentration averaged over a specific time period, such as one hour, eight hours, 24 hours, or one year. The different averaging times and concentrations are meant to protect against different exposure effects. The CAA allows states to adopt additional or more health-protective standards. The air quality regulatory framework and ambient air quality standards are discussed in greater detail later in this report.

Human Health & Welfare Effects

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

Table 1
Common Pollutants & Adverse Effects

Pollutant	Human Health & Welfare Effects
Particulate Matter (PM_{10} & $PM_{2.5}$)	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Ozone (O_3)	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles and dyes.
Sulfur Dioxide (SO_2)	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel; damage crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	Reduces the ability of blood to deliver oxygen to vital tissues, effecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to global warming, and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead	Anemia, high blood pressure, brain and kidney damage, neurological disorders, cancer, lowered IQ. Affects animals, plants, and aquatic ecosystems.

Source: ARB 2017b

ODORS

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

Neither the state nor the federal governments have adopted rules or regulations for the control of odor sources. The SLOAPCD does not have an individual rule or regulation that specifically addresses odors; however, odors would be applicable to SLOAPCD's Rule 204, Nuisance. Any actions related to odors would be based on citizen complaints to local governments and the SLOAPCD. The SLOAPCD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine if the Project results in excessive nuisance odors, as defined under the California Code of Regulations, Health & Safety Code Section 41700, air quality public nuisance.

TOXIC AIR CONTAMINANTS

Toxic air contaminants (TACs) are air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air, but due to their high toxicity, they may pose a threat to public health even at very low concentrations. Because there is no threshold level below which adverse health impacts are not expected to occur, TACs differ from criteria pollutants for which acceptable levels of exposure can be determined and for which state and federal governments have set ambient air quality standards. TACs, therefore, are not considered "criteria pollutants" under either the

Federal Clean Air Act (FCAA) or the California Clean Air Act (CCAA), and are thus not subject to National or State AAQS. TACs are not considered criteria pollutants in that the federal and California Clean Air Acts do not address them specifically through the setting of National or State AAQS. Instead, the U.S. EPA and ARB regulate Hazardous Air Pollutants (HAPs) and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology to limit emissions. In conjunction with District rules, these federal and state statutes and regulations establish the regulatory framework for TACs. At the national levels, the U.S. EPA has established National Emission Standards for HAPs (NESHAPs), in accordance with the requirements of the FCAA and subsequent amendments. These are technology-based source-specific regulations that limit allowable emissions of HAPs.

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

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

At the local level, air districts have the authority over stationary or industrial sources. All projects that require air quality permits from the SLOAPCD are evaluated for TAC emissions. The SLOAPCD limits emissions and public exposure to TACs through a number of programs. The SLOAPCD prioritizes TAC-emitting stationary sources, based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors. The SLOAPCD requires a comprehensive health risk assessment for facilities that are classified in the significant-risk category, pursuant to AB 2588. No major existing sources of TACs have been identified in the project area.

Land Use Compatibility with TAC Emission Sources

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

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 also be present in existing structures. The demolition or renovation of existing structures may be subject to regulatory requirements for the control of ACM.

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

Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	• Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	• Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). • Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	• Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. • Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	• Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks.
Refineries	• Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	• Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	• Avoid siting new sensitive land uses within 300 feet of any dry-cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. • Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	• Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

Recommendations are advisory, are not site specific, and may not fully account for future reductions in emissions, including those resulting from compliance with existing/future regulatory requirements.
Source: ARB 2005

REGULATORY FRAMEWORK

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

FEDERAL

U.S. Environmental Protection Agency

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

Federal Clean Air Act

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

Table 3
Summary of Ambient Air Quality Standards & Attainment Designations

Pollutant	Averaging Time	California Standards*		National Standards*	
		Concentration*	Attainment Status	Primary[a]	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm	Non-Attainment	–	Non-Attainment Eastern SLO County -Attainment Western SLO County
	8-hour	0.070 ppm		0.075 ppm	
Particulate Matter (PM_{10})	AAM	20 µg/m3	Non-Attainment	–	Unclassified/ Attainment
	24-hour	50 µg/m3		150 µg/m3	
Fine Particulate Matter ($PM_{2.5}$)	AAM	12 µg/m3	Attainment	12 µg/m3	Unclassified/ Attainment
	24-hour	No Standard		35 µg/m3	
Carbon Monoxide (CO)	1-hour	20 ppm	Attainment	35 ppm	Attainment/ Maintenance
	8-hour	9 ppm		9 ppm	
	8-hour (Lake Tahoe)	6 ppm		–	
Nitrogen Dioxide (NO_2)	AAM	0.030 ppm	Attainment	0.053 ppm	Unclassified
	1-hour	0.18 ppm		100 ppm	
Sulfur Dioxide (SO_2)	AAM	–	Attainment	0.03 ppm	Unclassified
	24-hour	0.04 ppm		0.14 ppm	
	3-hour	–		0.5 ppm (1300 µg/m3)**	
	1-hour	0.25 ppm		75 ppb	
Lead	30-day Average	1.5 µg/m3	Attainment	–	No Attainment Information
	Calendar Quarter	–		1.5 µg/m3	
	Rolling 3-Month Average	–		0.15 µg/m3	
Sulfates	24-hour	25 µg/m3	Attainment	No Federal Standards	
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m3)	Attainment		
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m3)	No Information Available		
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient: 0.23/kilometer-visibility of 10 miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70%.	Attainment		

** For more information on standards visit :http//ww.arb.ca.gov.research/aaqs/aaqs2.pdf*
*** Secondary Standard*
Source: SLOAPCD 2017; ARB 2017a

STATE

California Air Resources Board

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

California Clean Air Act

The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for Ozone, CO, SO_2, and NO_2 by the earliest practical date. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either (1) achieve a five percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each non-attainment pollutant or its precursors, or (2) to provide for implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both state and federal planning requirements.

Assembly Bills 1807 & 2588 - Toxic Air Contaminants

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

In-Use Off-Road Diesel Vehicle Regulation

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

LOCAL

County of San Luis Obispo Air Pollution Control District

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

IMPACT ANALYSIS

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

Table 4
Summary of Project-Related Air Quality Impacts

Air Quality Impacts	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Would the project conflict with or obstruct implementation of the applicable air quality plan?	☐	■	☐	☐
B) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■	☐	☐
C) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	■	☐	☐
D) Would the project expose sensitive receptors to substantial pollutant concentrations?	☐	■	☐	☐
E) Would the project create objectionable odors affecting a substantial number of people?	☐	☐	■	☐

METHODOLOGY

Short-term Impacts

Emissions associated with construction of proposed project were calculated using the CalEEMod, version 2016.3.1, computer program. Project construction is anticipated to occur over an approximate 16-month period beginning in 2018. According to the project engineers, approximately 6,900 cubic yards (cyds) of material would be imported. Approximately 19,359 square feet (sq.ft.) of existing structures would be demolished. Additional construction information, such as equipment use, worker vehicle trips, and equipment load factors were not available and were based on default parameters contained in the model. 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. Non-transportation source emissions were quantified based largely on the default parameters contained in the model. The use of off-road equipment would not be required for project operations and was not included in the emissions modeling.

Trip-generation rates contained in the model for the proposed hotel and retail uses were derived from the City of Paso Robles Travel Demand Forecasting Model (August 5, 2009). The vehicle trip-generation rates contained in the model for the proposed restaurant were derived from the traffic analysis prepared for this project.

The proposed hotel would be anticipated to include both in-County and out-of-County trip destinations and originations. Vehicle trip lengths for hotel guests were quantified based on hotel guest survey data obtained from a similar hotel located in Pismo Beach for the year 2012, which identified in-County and out-of-County originations and final destinations of hotel guests (refer to Table 5). Vehicle trip lengths for in-County destinations, including coastal

communities and attractions, such as Hearst Castle, Cambria, and Morro Bay, were also included in the calculation. The combined average vehicle trip length for hotel guests, including originations, final destinations, and in-County trips, was 12.4 miles. Because vehicle trips for the retail and restaurant land uses would be largely local trips, trip lengths for these land uses were based on model defaults for San Luis Obispo County. The vehicle fleet mix for the proposed land uses, by vehicle type, were based on survey data obtained from similar land uses in the project area. The vehicle fleet mix assumptions for the proposed land uses are summarized in Table 6. Modeling assumptions and output files are included in Appendix D of this report.

Table 5
Hotel Guest Survey Information

Guest Originations & Destinations (In/Out of County Regions)	Percent on Annual Guests (Year 2012)
Sacramento Valley & Northern San Joaquin Valley	24.2%
Southern San Joaquin Valley (Kern County)	8.8%
Northern & Central California Regions	12.7%
Southern California	45.4%
San Luis Obispo County	9%

Based on guest survey data obtained from a similar hotel located in Pismo Beach for the year 2012.
Refer to Appendix D for additional information regarding estimated vehicle trip distances.

Table 6
Vehicle Fleet Mix for the Proposed Land Uses

Vehicle Type (Emfac Classification)	Percent of Average-Daily Trips		
	Hotel	Restaurant	Retail
Light-Duty Automobiles (LDA)	59.4%	57.0%	58.7%
Light-Duty Trucks (LDT1/LDT2)	3.7% / 21.5%	3.5% / 20.6%	3.6% / 21.2%
Medium-Duty Vehiles (MDV)	14.3%	13.7%	14.1%
Medium Heavy-Duty Trucks (MHDT)	0.3%	3.8%	1.6%
Heavy Heavy-Duty Trucks (HHDT)	0.0%	0.8%	0.1%
Motorcycle (MC)	0.0%	0.6%	0.6%
School Bus (SBus)	0.0%	0.0%	0.0%
Motor Home (MH)	0.0%	0.0%	0.0%

Based on survey data for similar land uses located in the City of Paso Robles.
Refer to Appendix D for additional information regarding estimated vehicle fleet mix.

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 (1)		
	Daily (lbs/day)	Quarterly Tier 1 (tons)	Quarterly Tier 2 (tons)
Ozone Precursors (ROG + NO_X)(2)	137	2.5	6.3
Diesel Particulate Matter (DPM)(2)	7	0.13	0.32
Fugitive Particulate Matter (PM_{10}), Dust	None	2.5	None

1. Daily and quarterly emissions thresholds are based on the California Health & Safety Code and the ARB Carl Moyer Guidelines.
2. Any project with a grading area greater than 4.0 acres of worked area can exceed the 2.5 tons PM_{10} quarterly threshold.

Diesel Particulate Matter (DPM) Emissions

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

Fugitive Particulate Matter (PM_{10}), Dust Emissions

- Quarterly: Exceedance of the 2.5 ton/qtr threshold requires Fugitive PM_{10} Mitigation Measures and may require the implementation of a CAMP.

Operational Impacts

Criteria Air Pollutants

The threshold criteria established by the SLOAPCD to determine the significance and appropriate mitigation level for long-term operational emissions from a project are presented in Table 8.

Table 8
SLOAPCD Thresholds of Significance for Operational Impacts

Pollutant	Threshold (1)	
	Daily (lbs/day)	Annual (tons/year)
Ozone Precursors (ROG + NO_X)(2)	25	25
Diesel Particulate Matter (DPM)(2)	1.25	None
Fugitive Particulate Matter (PM_{10}), Dust	25	25
CO	550	None

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

Toxic Air Contaminants

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

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

Localized CO Concentrations

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

Odors

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

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

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

PROJECT IMPACTS AND MITIGATION MEASURES

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

SLOAPCD Clean Air Plan

As part of the CCAA, the SLOAPCD is required to develop a plan to achieve and maintain the state ozone standard by the earliest practicable date. The SLOAPCD's 2001 Clean Air Plan (CAP) addresses the attainment and maintenance of state and federal ambient air quality standards. The CAP was adopted by SLOAPCD's on March 26, 2002.

The CAP outlines the District's strategies to reduce ozone-precursor pollutants (i.e., ROG and NO_X) from a wide variety of sources. The CAP includes a stationary-source control program, which includes control measures for permitted stationary sources; as well as, transportation and land use management strategies to reduce motor vehicle

emissions and use. The stationary-source control program is administered by SLOAPCD. Transportation and land use control measures are implemented at the local or regional level, by promoting and facilitating the use of alternative transportation options, increased pedestrian access and accessibility to community services and local destinations, reductions in vehicle miles traveled, and promotion of congestion management efforts. In addition, local jurisdictions also prepare population forecasts, which are used by SLOAPCD to forecast population-related emissions and air quality attainment, including those contained in the CAP.

According to the SLOAPCD's *CEQA Air Quality Handbook* (2012), a consistency analysis with the Clean Air Plan is required for a program-level environmental review, and may be necessary for a larger project-level environmental review, depending on the project being considered. Project-Level environmental reviews which may require consistency analysis with the CAP include: large residential developments and large commercial/industrial developments. For such projects, evaluation of consistency is based on a comparison of the proposed project with the land use and transportation control measures and strategies outlined in the CAP. If the project is consistent with these measures, the project is considered consistent with the CAP.

The proposed project is not considered a large development project that would have the potential to result in a substantial increase in population, or employment. In addition, the proposed project is also consistent with existing zoning designations. However, as noted in Impact AQ-C, construction-generated emissions of ROG+NO_X would exceed SLOAPCD's recommended significance threshold of 137 lbs/day. Projects that exceed SLOAPCD's recommended significance thresholds would also be considered to potentially conflict with regional air quality planning efforts. 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 and AQ-2.

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 roughly 50 to 60 percent. These measures would also help to ensure compliance with SLOAPCD's 20-percent opacity limit (APCD Rule 401), nuisance rule (APCD Rule 402), and would minimize potential nuisance impacts to nearby receptors. With 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. 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 and AQ-2.

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 roughly 50 to 60 percent. These measures would also help to ensure compliance with SLOAPCD's 20-percent opacity limit (APCD Rule 401), nuisance rule (APCD Rule 402), and would minimize potential nuisance impacts to nearby receptors. With mitigation, this impact is considered ***less than significant***. Refer to *Impact AQ-C* and *Impact AQ-D* for additional discussion of air quality impacts and proposed mitigation measures.

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

Short-term Construction Emissions

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

Estimated daily and quarterly emissions associated with initial construction of the proposed project are presented in Table 9 and Table 10, respectively. Construction-generated emissions in comparison to SLOAPCD significance thresholds are summarized in Table 11. As depicted, maximum daily emissions associated with construction of the proposed project would total approximately 43.0 lbs/day of ROG+NO_X during the initial year of construction and approximately 313.3 lbs/day of ROG+NO_X during the second year of construction. Emissions of PM_{10} during construction would total approximately 2.0 lbs/day, or less. Maximum quarterly construction-generated emissions would total approximately 2.0 tons of ROG+NO_X, less than 0.1 tons of Fugitive PM_{10} and DPM.

Maximum daily emissions during the second year of construction would exceed SLOAPCD's daily significance threshold for ROG+NO_X. Emissions would be largely a result of evaporative emissions anticipated to occur during the application of architectural coatings. Estimated emissions of fugitive and exhaust PM_{10} 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. For these reasons, construction-generated emissions would be considered to have a ***potentially significant*** impact.

Table 9
Daily Construction Emissions Without Mitigation

Construction Activity	Construction Year	Daily Emissions (lbs)	
		ROG+NO_X	Exhaust PM_{10}
Demolition	2018	28.7	1.5
Site Preparation	2018	25.6	1.0
Grading/Excavation	2018	43.0	1.3
Building Construction	2018	31.0	1.3
Building Construction	2019	28.3	1.2
Paving	2019	14.4	0.7
Architectural Coating	2019	270.6	0.1
SLOAPCD Significance Thresholds		***137***	***7***
Maximum Daily Emissions-Year 2018		43.0	1.5
Exceed SLOAPCD Thresholds?		No	No
Maximum Daily Emissions-Year 2019		**313.3**	2.0
Exceed SLOAPCD Thresholds?		**Yes**	No

Maximum Daily Emissions: Assumes that facility construction, paving, and application of architectural coatings could potentially occur simultaneously on any given day. Totals may not sum due to rounding.
Refer to Appendix D for modeling assumptions and results.

Table 10
Quarterly Construction Emissions Without Mitigation

Quarter	Quarterly Emissions (tons)			
		PM_{10}		
	ROG+NO_X	Dust	Exhaust	Total
Year 2018 - Quarter 1	1.1	<0.1	<0.1	0.1
Year 2018 - Quarter 2	1.0	<0.1	<0.1	0.1
Year 2018 - Quarter 3	1.3	<0.1	<0.1	0.1
Year 2018 - Quarter 4	1.0	<0.1	<0.1	0.1
Year 2019 - Quarter 1	1.0	<0.1	<0.1	0.1
Year 2019 - Quarter 2	2.0	<0.1	<0.1	0.1
Year 2019 - Quarter 3	1.4	<0.1	<0.1	<0.1
Maximum Quarterly Emissions:	2.0	<0.1	<0.1	0.1
SLOAPCD Significance Thresholds	2.5	2.5	0.13	None
Exceed SLOAPCD Thresholds?	No	No	No	No

To be conservative, total exhaust PM_{10} emissions were compared to SLOAPCD's DPM threshold. Totals may not sum due to rounding.
Refer to Appendix D for modeling assumptions and results.

Table 11
Summary of Construction Emissions Without Mitigation

Criteria	Project Emissions	SLOAPCD Significance Threshold	Exceed Significance Threshold?
Maximum Daily Emissions of ROG+NO_X	313.3 lbs/day	137 lbs/day	**Yes**
Maximum Daily Emissions of DPM	2.0 lbs/day	7 lbs/day	No
Maximum Quarterly Emissions of ROG+NO_X	2.0 tons/qtr	2.5 tons/qtr	No
Maximum Quarterly Emissions of DPM	<0.1 tons/qtr	0.13 tons/qtr	No
Maximum Quarterly Emissions of Fugitive PM	0.1 tons/qtr	2.5 tons/qtr	No
Quarterly thresholds are based on the more conservative Tier 1 thresholds. *Refer to Appendix D for modeling assumptions and results.*			

Mitigation Measures

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

a. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter.

b. To the extent locally available, use prefinished building materials or materials that do not require the application of architectural coatings.

c. Reduce the amount of the disturbed area where possible.

d. Use water trucks, APCD approved dust suppressants (see Section 4.3 in the CEQA Air Quality Handbook), or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the District's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook.

e. All dirt stock pile areas should be sprayed daily as needed.

f. 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;

g. 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.

h. 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.

i. 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.

j. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.

k. 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.

l. 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.

m. 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.

n. The burning of vegetative material shall be prohibited. Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. If you have any questions regarding these requirements, contact the SLOAPCD Engineering & Compliance Division at (805) 781-5912.

o. 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.

p. When applicable, portable equipment, 50 horsepower (hp) or greater, used during construction activities shall be registered with the California statewide portable equipment registration program (issued by the California Air Resources Board) or be permitted by the APCD. Such equipment may include: power screens, conveyors, internal combustion engines, crushers, portable generators, tub grinders, trammel screens, and portable plants (e.g, aggregate plant, asphalt plant, concrete plant). For more information, contact the SLOAPCD Engineering & Compliance Division at (805) 781-5912.

Significance After Mitigation

With implementation of Mitigation Measure AQ-1, overall emissions of fugitive dust would be reduced by approximately 50 to 60 percent. These measures would also help to ensure compliance with SLOAPCD's 20-percent opacity limit (APCD Rule 401), nuisance rule (APCD Rule 402), and would minimize potential nuisance impacts to nearby receptors. With the use of low-VOC content paints, maximum daily construction-generated emissions of ROG+NO_X would total approximately 59 lbs/day. Mitigated emissions of ROG+NO_X would not exceed SLOAPCD's daily significance threshold of 137 lbs/day. With mitigation, this impact would be considered ***less than significant***.

Long-term Operational Emissions

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

Unmitigated operational emissions associated with operation of the proposed project are summarized in Table 12. As depicted, maximum daily operational emissions would total approximately 17.3 lbs/day ROG+NOx, 29.6 lbs/day CO, 5.7 lbs/day of fugitive PM_{10}, and 0.3 lbs/day of exhaust PM_{10}. Maximum annual emissions would total approximately 3.1 tons/year of ROG+NOx and approximately 1.0 tons/year of fugitive PM_{10}. Operational emissions associated with the proposed project would not exceed SLOAPCD significance thresholds. As a result, this impact would be considered ***less than significant***.

Impact AQ-D. Would the project expose sensitive receptors to substantial pollutant concentrations?

The project site is bound by 10th Street to the north and Pine Street to the west. Nearby land uses consist predominantly of commercial and public uses. The Paso Robles Intermodal Transit Station is located adjacent to and south of the project site. The nearest sensitive land uses include residential dwellings located near the intersection of 8th Street and Pine Street, approximately 130 feet southwest of the project site (Refer to Figure 1).

Localized CO Concentrations

Localized concentrations of CO are of primary concern in areas located near congested roadway intersections. Of particular concern are signalized intersections that are projected to operate at unacceptable levels of service (LOS) E or F (Caltrans 1996).

Table 12
Operational Emissions Without Mitigation

Operational Period/Source	Emissions						
					PM_{10}		
	ROG	NO_X	ROG+NO_X	CO	Fugitive	Exhaust	Total
Daily Emissions (lbs/day)							
Summer Conditions	9.3	7.7	17.0	28.6	5.7	0.3	6.0
Winter Conditions	9.2	8.1	17.3	29.6	5.7	0.3	6.0
SLOAPCD Significance Thresholds	--	--	25	550	25	1.25	--
Exceeds SLOAPCD Thresholds?	--	--	No	No	No	No	--
Annual Emissions (tons/year)							
Total Project Emissions	1.7	1.4	3.1	5.2	1.0	0.1	1.1
SLOAPCD Significance Thresholds	--	--	25	--	25	--	--
Exceeds SLOAPCD Thresholds?	--	--	No	--	No	--	--

Based on year 2020 operational conditions. Totals may not sum due to rounding.
Refer to Appendix D for modeling output files and assumptions.

Based on the traffic analysis prepared for this project, signalized intersections in the project area would operate at LOS C, or better (OEG 2017). 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 or near an area that has been identified as having a potential for NOA (Refer to Appendix B). As a result, this impact is considered ***less than significant***.

Asbestos-Containing Materials

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during demolition of existing buildings, particularly older structures constructed prior to 1970. Asbestos can also be found in various building products, including (but not limited to) utility pipes/pipelines (transite pipes or insulation on pipes). If a project will involve the disturbance or potential disturbance of ACM, various regulatory requirements may apply, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M-Asbestos NESHAP). These requirements include but are not limited to: 1) notification, within at least 10 business days of activities commencing, to the APCD, 2) an asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM.

The proposed project would include the demolition of approximately 19,359 sq.ft. of existing onsite structures. The demolition of existing structures may result in 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. In such instances, proper abatement of lead before demolition of these structures must be performed in order to prevent the release of lead from the site. Depending on removal method, a SLOAPCD permit may be required.

The proposed project would include the demolition of approximately 19,359 sq.ft. of existing onsite structures. The demolition of existing structures may result in disturbance of lead containing materials. This impact is considered ***potentially significant***.

Localized PM Concentrations

Implementation of the proposed project would result in the generation of fugitive PM emitted during construction. Fugitive PM emissions would be primarily associated with earth-moving, demolition, and material handling activities, as well as, vehicle travel on unpaved and paved surfaces. Onsite off-road equipment and trucks would also result in short-term emissions of diesel-exhaust PM (DPM). If uncontrolled, localized concentrations of PM could exceed air quality standards and may also result in increased nuisance impacts to nearby land uses and receptors. This impact is considered ***potentially significant***.

Mitigation Measures

AQ-2: The following measures shall be implemented to reduce expose of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans:

a. Implement Mitigation Measure AQ-1, as identified in "Impact AQ-C", above.

b. Prior to any grading activities a geologic evaluation shall be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the SLOAPCD. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. These requirements may include but are not limited to:

    1. Development of an Asbestos Dust Mitigation Plan which must be approved by the SLOAPCD before operations begin, and,
    2. Development and approval of an Asbestos Health and Safety Program (required for some projects).

    If NOA is not present, an exemption request must be filed with the SLOAPCD. More information on NOA can be found at http://www.slocleanair.org/rules-regulations/asbestos/noa.php.

c. 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.

d. Maintain all construction equipment in proper tune according to manufacturer's specifications;

e. Fuel all off-road and portable diesel-powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);

f. 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;

g. 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.

h. Electrify equipment when possible;

i. Substitute gasoline-powered in place of diesel-powered equipment, when available; and,

j. 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-1 includes measures for the control of fugitive dust emitted during project construction. Mitigation Measures AQ-2,b has been included for the control of potential emissions of naturally-occurring asbestos and to ensure compliance with applicable regulatory requirements. Mitigation Measures AQ-2,c through AQ-2,j include additional provisions for reducing emissions of DPM from onsite mobile sources. With implementation of Mitigation Measure AQ-1 and AQ-2, 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. GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Primary GHGs attributed to global climate change, are discussed, as follows:

- **Carbon Dioxide**. Carbon dioxide (CO_2) is a colorless, odorless gas. CO_2 is emitted in a number of ways, both naturally and through human activities. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO_2 emissions. The atmospheric lifetime of CO_2 is variable because it is so readily exchanged in the atmosphere (U.S. EPA 2016).

- **Methane**. Methane (CH_4) is a colorless, odorless gas that is not flammable under most circumstances. CH_4 is the major component of natural gas, about 87% by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (enteric fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of methane to the atmosphere. Natural sources of methane include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. Methane's atmospheric lifetime is about 12 years (U.S. EPA 2016).

- **Nitrous Oxide**. Nitrous oxide (N_2O) is a clear, colorless gas with a slightly sweet odor. N_2O is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years (U.S. EPA 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 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).

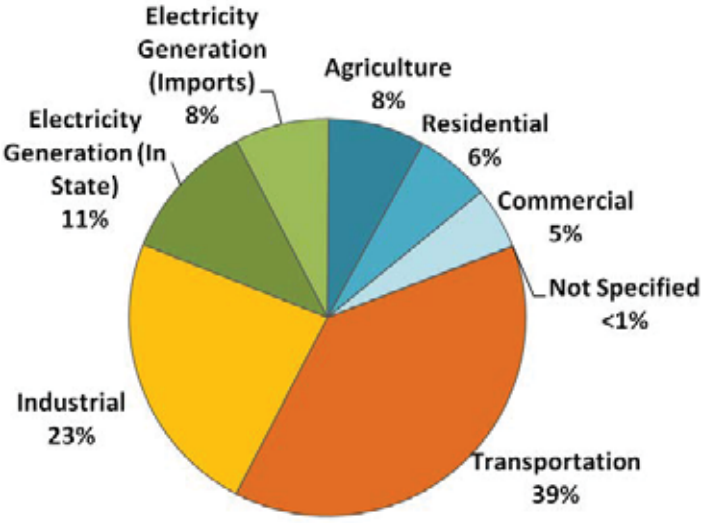
Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Gases with high global warming potential, such as HFCs, PFCs, and SF_6, are the most heat-absorbent. Over a 100-year timeframe, CH_4 traps over 28 times more heat per molecule than CO_2, and N_2O absorbs approximately 265 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e), 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_2 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 2015, GHG emissions within California totaled 440.4 million metric tons of carbon dioxide equivalents ($MMTCO_2e$). Within California, the transportation sector is the largest contributor, accounting for roughly 39 percent of the total state-wide GHG emissions. Emissions associated with the industrial sector are the second largest contributor, totaling approximately 23 percent. Emissions from in-state electricity generation, imported electricity, agriculture, residential, and commercial uses constitute the remaining major sources on GHG emissions. The State of California GHG emissions inventory for year 2015, by main economic sector, is depicted in Figure 1.

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



Emissions inventory is categorized based on main economic sector, which differ slightly from the categories identified in the state's Climate Change Scoping Plan. "Not Specified" includes sources that could not be attributed to an individual sector, such as evaporative losses and emissions from use of ozone-depleting substances. Source: ARB 2017c

EFFECTS OF GLOBAL CLIMATE CHANGE

There are uncertainties as to exactly what the climate changes will be in various local areas of the earth. There are also uncertainties associated with the magnitude and timing of other consequences of a warmer planet: sea level rise, spread of certain diseases out of their usual geographic range, the effect on agricultural production, water supply, sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, increased air pollution episodes, and the consequence of these effects on the economy.

Within California, climate changes would likely alter the ecological characteristics of many ecosystems throughout the state. Such alterations would likely include increases in surface temperatures and changes in the form, timing, and intensity of precipitation. For instance, historical records are depicting an increasing trend toward earlier snowmelt in the Sierra Nevada. This snow pack is a principal supply of water for the state, providing roughly 50 percent of state's annual runoff. If this trend continues, some areas of the state may experience an increased danger of floods during the winter months and possible exhaustion of the snowpack during spring and summer months. An earlier snowmelt would also impact the State's energy resources. Currently, approximately 20 percent of California's electricity comes from hydropower. An early exhaustion of the Sierra snowpack, may force electricity producers to switch to more costly or non-renewable forms of electricity generation during spring and summer months. A changing climate may also impact agricultural crop yields, coastal structures, and biodiversity. As a result, resultant changes in climate will likely have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry.

REGULATORY FRAMEWORK

FEDERAL

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

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

The U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations.

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

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

The complementary U.S. EPA and NHTSA standards that make up the Heavy-Duty National Program apply to combination tractors (semi-trucks), heavy-duty pickup trucks and vans, and vocational vehicles (including buses and refuse or utility trucks). Together, these standards will cut GHG emissions and domestic oil use significantly. This program responds to President Barack Obama's 2010 request to jointly establish GHG emissions and fuel efficiency standards for the medium- and heavy-duty highway vehicle sector. The agencies estimate that the combined standards will reduce CO_2 emissions by about 270 MMT and save about 530 million barrels of oil over the life of model year 2014 to 2018 heavy duty vehicles.

STATE

Assembly Bill 1493

AB 1493 (Pavley) of 2002 (Health and Safety Code Sections 42823 and 43018.5) requires the ARB to develop and adopt the nation's first GHG emission standards for automobiles. These standards are also known as Pavley I. The California Legislature declared in AB 1493 that global warming is a matter of increasing concern for public health and the environment. It cites several risks that California faces from climate change, including a reduction in the state's water supply, an increase in air pollution caused by higher temperatures, harm to agriculture, an increase in wildfires, damage to the coastline, and economic losses caused by higher food, water, energy, and insurance prices. The bill also states that technological solutions to reduce GHG emissions would stimulate California's economy and provide jobs. In 2004, the State of California submitted a request for a waiver from federal clean air regulations, as the State is authorized to do under the Clean Air Act, to allow the State to require reduced tailpipe emissions of CO_2. In late 2007, the U.S. EPA denied California's waiver request and declined to promulgate adequate federal regulations limiting GHG emissions. In early 2008, the State brought suit against the U.S. EPA related to this denial.

In January 2009, President Obama instructed the U.S. EPA to reconsider the Bush Administration's denial of California's and 13 other states' requests to implement global warming pollution standards for cars and trucks. In June 2009, the U.S. EPA granted California's waiver request, enabling the State to enforce its GHG emissions standards for new motor vehicles beginning with the current model year.

Also in 2009, President Obama announced a national policy aimed at both increasing fuel economy and reducing GHG pollution for all new cars and trucks sold in the US. The new standards would cover model years 2012 to 2016 and would raise passenger vehicle fuel economy to a fleet average of 35.5 miles per gallon by 2016. When the national program takes effect, California has committed to allowing automakers who show compliance with the national program to also be deemed in compliance with state requirements. California is committed to further strengthening these standards beginning in 2017 to obtain a 45 percent GHG reduction from the 2020 model year vehicles.

Executive Order No. S-3-05

Executive Order S-3-05 (State of California) proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total GHG emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, to the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

The Executive Order directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary will also submit biannual reports to the governor and state legislature describing (1) progress made toward reaching the emission targets, (2) impacts of global warming on California's resources, and (3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the secretary of CalEPA created a Climate Action Team made up of members from various state agencies and commissions. The Climate Action Team released its first report in March 2006 and continues to release periodic reports on progress. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through state incentive and regulatory programs.

Assembly Bill 32 - California Global Warming Solutions Act of 2006

AB 32 (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599) requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. The gases that are regulated by AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, nitrogen trifluoride, and sulfur hexafluoride. The reduction to 1990 levels will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then ARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that ARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap, institute a schedule to meet the emissions cap, and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

Climate Change Scoping Plan

In October 2008, ARB published its *Climate Change Proposed Scoping Plan*, which is the State's plan to achieve GHG reductions in California required by AB 32. 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 $MMTCO_2e$. Sources of renewable energy include, but are not limited to, biomass, wind, solar, geothermal, hydroelectric, and anaerobic digestion. Increasing the use of renewables will decrease California's reliance on fossil fuels, thus reducing GHG emissions.

The Scoping Plan states that land use planning and urban growth decisions will play important roles in the state's GHG reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions. 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 $MMTCO_2e$ 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 GHG emissions performance standard for baseload generation from investor-owned utilities by February 1, 2007. The bill also required the California Energy Commission (CEC) to establish a similar standard for local publicly owned utilities by June 30, 2007. These standards cannot exceed

the GHG emission rate from a baseload combined-cycle natural-gas-fired plant. The legislation further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the CPUC and the CEC.

Senate Bill 1078 and Governor's Order S-14-08 (California Renewables Portfolio Standards)

Senate Bill 1078 (Public Utilities Code Sections 387, 390.1, 399.25 and Article 16) addresses electricity supply and requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide a minimum 20 percent of their supply from renewable sources by 2017. This Senate Bill will affect statewide GHG emissions associated with electricity generation. In 2008, Governor Schwarzenegger signed Executive Order S-14-08, which set the Renewables Portfolio Standard target to 33 percent by 2020. It directed state government agencies and retail sellers of electricity to take all appropriate actions to implement this target. Executive Order S-14-08 was later superseded by Executive Order S-21-09 on September 15, 2009. Executive Order S-21-09 directed the ARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. This Executive Order was superseded by statute SB X1-2 in 2011, which obligates all California electricity providers, including investor-owned utilities and publicly owned utilities, to obtain at least 33 percent of their energy from renewable electrical generation facilities by 2020, with interim targets of 20 percent by 2013 and 25 percent by 2016.

ARB is required by current law, AB 32 of 2006, to regulate sources of GHGs to meet a state goal of reducing GHG 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 GHG 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 GHGs, 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 GHG 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 GHG allowances on November 14, 2012. California's GHG cap-and-trade system will reduce GHG emissions from regulated entities by approximately 16 percent, or more, by 2020.

CALIFORNIA BUILDING CODE

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

Green Building Standards

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

AB 32, which mandates the reduction in GHG 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_2e ($MMTCO_2e$) 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).

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. The two quantitative threshold options include: 1) a bright-line threshold of 1,150 $MTCO_2e$/year; and 2) an

efficiency threshold of 4.9 $MTCO_2e$/service population (residents+employees)/year. An additional GHG significance threshold of 10,000 $MTCO_2e$/year is proposed for industrial stationary sources. The applicable GHG significance threshold to be used would depend on the type of project being proposed. Projects with GHG emissions that do not exceed the selected threshold would be considered to have a less-than-significant impact and would not conflict with applicable GHG-reduction plans, policies, or regulations. The SLOAPCD's GHG emission thresholds are summarized in Table 13.

Table 13
SLOAPCD Greenhouse Gas Thresholds of Significance

Project	Draft Threshold
Projects other than Stationary Sources	1. Compliance with Qualified GHG Reduction Strategy; or 2. 1,150 MT CO_2e/year; or 3. 4.9 MT CO_2e/SP/year (residents+employees)
Stationary Sources (Industrial)	10,000 MT CO_2e/year
Construction	Amortized over the project life and added to operation GHG emissions
Source: SLOAPCD 2012	

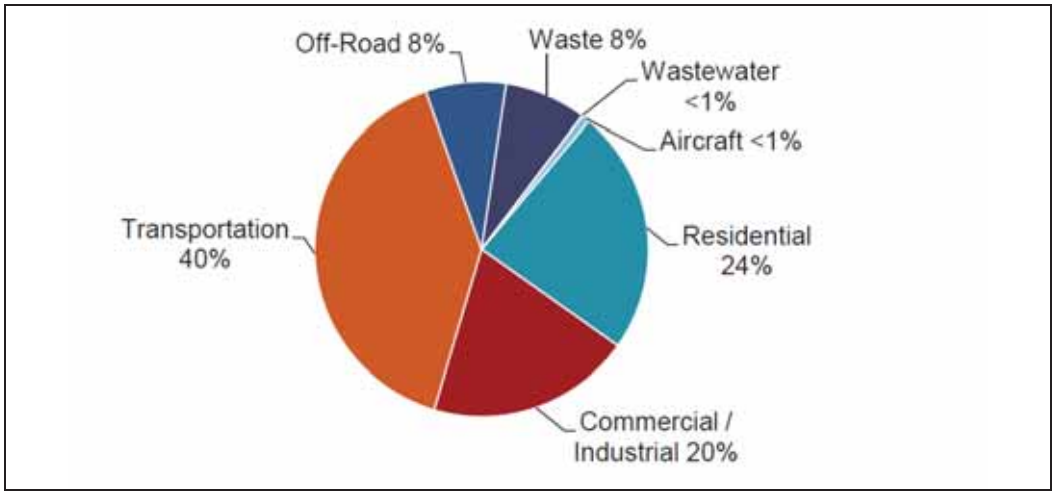
CITY OF PASO ROBLES CLIMATE ACTION PLAN

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

According to the GHG emissions inventory identified in the CAP, in 2005, the Paso Robles community emitted approximately 169,557 metric tons of carbon dioxide equivalent GHG emissions ($MTCO_2e$), as a result of activities that took place within the transportation, residential energy use, commercial and industrial energy use, off-road vehicles and equipment, solid waste, aircraft and wastewater sectors. As shown in Figure 4, the largest contributors of GHG emissions were the transportation (40 percent), residential energy use (24 percent) and commercial/industrial energy use (20 percent) sectors. The remainder of emissions resulted from the solid waste (eight percent), off-road vehicles and equipment (8 percent), aircraft (less than one percent), and wastewater (less than one percent) sectors (City of Paso Robles, 2013).

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

Figure 4
City of Paso Robles
Community-wide GHG Emissions by Sector (2005)



City of Paso Robles, 2013

IMPACT ANALYSIS

GHG impacts attributable to the proposed project are summarized in Table 14.

Table 14
Summary of Project-Related Greenhouse Gas Emissions Impacts

GHG Impacts	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	■	☐	☐
B) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	■	☐	☐

METHODOLOGY

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

THRESHOLDS OF SIGNIFICANCE

In accordance with SLOAPCD recommended significance thresholds, the proposed project would be considered to have a less-than-significant impact on the environment if project-generated GHG emissions would not exceed 1,150 $MTCO_2e$/year. Alternatively, projects that are deemed to be consistent with the GHG-reduction measures identified in an approved CAP, in this case the City of Paso Robles CAP, would also be considered to have a less-than-significant impact. The City of Paso Robles CAP includes a "Consistency Worksheet", which identifies various mandatory and voluntary measures designed to reduce project-related GHG emissions. The *CAP Consistency Worksheet* can be used to demonstrate project-level compliance with the CAP. Increases in project-generated GHG

emissions and 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 GHG-reduction measures, as identified in the *CAP Consistency Worksheet*.

PROJECT IMPACTS AND MITIGATION MEASURES

Impact GHG-A.	***Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? and***
Impact GHG-B.	***Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?***

Estimated GHG emissions attributable to future development would be primarily associated with increases of CO_2 from mobile sources. To a lesser extent, other GHG pollutants, such as CH_4 and N_2O, would also be generated. Short-term and long-term GHG emissions associated with the development of the proposed project are discussed in greater detail, as follows:

Short-term Construction GHG Emissions

Estimated increases in GHG emissions associated with construction of the proposed project are summarized in Table 15. Based on the modeling conducted, construction-related GHG emissions would total approximately 760.9 $MTCO_2e$. Amortized GHG emissions, when averaged over the assumed 25-year life of the project, would total approximately 30.4 $MTCO_2e$/year. There would also be a small amount of GHG emissions from waste generated during construction; however, this amount is speculative. Actual emissions may vary, depending on the final construction schedules, equipment required, and activities conducted.

Table 15
Construction-Generated GHG Emissions Without Mitigation

Construction Year	GHG Emissions ($MTCO_2e$/Year)
2018	526.0
2019	234.9
Construction Total:	760.9
Amortized Construction Emissions:	30.4

Amortized emissions are quantified based on an estimated 25-year project life.
Refer to Appendix D for modeling assumptions and results.

Long-term Operational GHG Emissions

Estimated long-term increases in GHG emissions associated with the proposed project are summarized in Table 16. As depicted, operational GHG emissions for the proposed project, with the inclusion of amortized construction GHGs, would total approximately 2,071.8 $MTCO_2e$/year during the initial year of full operation (year 2020). Operational GHG emissions would decrease slightly in future years to approximately 1,917.2 $MTCO_2e$/year in 2030. A majority of the operational 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 solid waste generation and water use.

Based on the modeling conducted, net increases in GHG emissions would exceed the SLOAPCD's significance threshold of 1,150 $MTCO_2e$/year. If unmitigated, project-generated GHG emissions would also conflict with GHG-reduction planning efforts, including the City of Paso Robles CAP. As a result, net increases in project-generated GHG emissions would result in a ***potentially significant*** impact.

Table 16
Operational GHG Emissions (Without Mitigation)

Operational Year/Source	GHG Emissions ($MTCO_2e$/Year)
Buildout Year 2020	
Area Source[1]	0.0
Energy Use[2]	1,045.1
Motor Vehicles	933.1
Waste Generation	47.0
Water Use and Conveyance	16.2
Amortized Construction Emissions:	30.4
Total with Amortized Construction Emissions:	2,071.8
SLOAPCD Significance Threshold:	1,150
Exceeds Significance Threshold?	Yes
Year 2030	
Area Source[1]	0.0
Energy Use[2]	930.9
Motor Vehicles	894.7
Waste Generation	47.0
Water Use and Conveyance	14.2
Amortized Construction Emissions:	30.4
Total with Amortized Construction Emissions:	1,917.2
SLOAPCD Significance Threshold:	1,150
Exceeds Significance Threshold?	Yes

1. Area source includes emissions associated with the application of architectural coatings, use of consumer products/agricultural products, and landscape maintenance.
2. Includes adjustment for California Renewable Portfolio Standards requirements. Does not include installation of onsite photovoltaic energy system (pending final design), which is estimated to reduce onsite energy use by roughly 20 to 25 percent.
Refer to Appendix D *for modeling assumptions and results.*

Mitigation Measures

GHG-1: a. The proposed project shall implement the following GHG-reduction measures, consistent with the "mandatory" measures identified in the City's CAP:

1. The project shall install high efficiency lights (i.e., sodium, light-emitting diode [LED]) in parking lots, streets, and other public areas. (CAP Measure E-5).
2. The project shall provide on-site bicycle parking and/or amenities 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). (CAP Measure TL-1)
3. The project shall incorporate a pedestrian access network that internally links all uses and connects all existing or planned external streets and pedestrian facilities contiguous with the project site. (CAP Measure TL-2)
4. The project shall be designed to minimize barriers to pedestrian access and interconnectivity. (CAP Measure TL-2)
5. The project shall incorporate 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.). (CAP Measure TL-2)

6. The project shall be designed to provide safe and convenient access to public transit within and/or contiguous to the project site. (CAP Measure TL-3)
7. The project shall comply with CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation. (CAP Measure W-1)
8. The project shall divert a minimum of 65 percent of non-hazardous construction or demolition debris. (CAP Measure S-1)
9. Trees to be planted shall be native and drought tolerant, beyond those required as mitigation for tree removal. (CAP Measure T-1)

b. The following additional GHG-reduction measures shall also be implemented, beyond the "mandatory" measures required by the City's CAP:

1. Install occupancy sensors in hotel guest rooms that reduce energy usage when rooms are not occupied.
2. To the extent available, install energy-efficient (e.g., EnergyStar rated) appliances. (Refer to: https://www.energystar.gov/products).
3. Provide a designated parking space for an alternatively-fueled vehicle.
4. The project shall be designed to provide for the future installation of an electric-vehicle charging station.
5. The project shall be designed for the future installation of renewable/photovoltaic energy systems.
6. To the extent allowed by code, utilize roofing materials that have a high-solar-reflectance index. (Refer to: https://www.epa.gov/sites/production/files/2014-06/documents/coolroofscompendium.pdf).
7. Implement Mitigation Measure AQ-2,d-j.

Significance After Mitigation

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). To help achieve these goals, the CAP includes a "Consistency Worksheet", which identifies various mandatory and voluntary actions designed to reduce GHG emissions. The *CAP Consistency Worksheet* for the proposed project is included in Appendix C.

Mitigation Measure GHG-1,a includes all "mandatory" GHG-reduction measures, as identified in the City's CAP. Mitigation Measure GHG-1,b includes additional measures, beyond those required by the City's CAP, which would further reduce GHG-emissions. These additional measures include providing a designated parking space for alternatively fueled vehicles, installation of energy-efficient appliances, and the installation of occupancy sensors in hotel guest rooms to reduce energy use when rooms are not occupied, designing the project site for the future installation of renewable/photovoltaic energy systems, and the use of roofing materials that have a high-solar-reflectance index. In addition, implementation of Mitigation Measure AQ-2,d-j, would help to reduce short-term GHG emissions, including emissions of black carbon.

It should also be recognized that the proposed project has been designed to incorporate numerous additional features that would help to further minimize GHG emissions, including the installation of an approximate 130-kW roof-top renewable energy system. Although the design of this feature has not yet been finalized, it is estimated that the system would reduce overall annual electricity use by an additional approximately 20 to 25 percent. Infrastructure to support the future installation of an electric vehicle charging station will also be installed. Water supply used for onsite laundry will incorporate a closed-loop filtration system which would reduce water use for laundry purposes by roughly 90 percent. The proposed hotel will also provide bicycles for guest use to help reduce motor vehicle use and associated emissions. The CAP consistency worksheet, which identifies the various GHG-reduction measures incorporated for the proposed project, is included in Appendix C.

In total, taking into account the "mandatory" and "voluntary" measures to be implemented, GHG emissions associated with onsite energy use would be reduced by roughly 25 percent, motor vehicle emissions would be reduced by roughly 22 percent, emissions associated with waste generation would be reduced by more than 50 percent, and emissions associated with water use and conveyance would be reduced by approximately 19 percent. With mitigation, which incorporates GHG-reduction measures beyond the applicable "mandatory" measures, the

proposed project would be considered consistent with the City's CAP. As previously noted and in accordance with SLOAPCD-recommended guidance, projects deemed to be consistent with the City's CAP would not be considered to have a significant impact on the environment and would not conflict with GHG-reduction planning efforts. As a result, this impact is considered ***less than significant***. The CAP consistency worksheet for the proposed project is included in Appendix C.

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Appendixes A thru D on file with the Community Development Department

Attachment 7

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

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

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

DATE: **MAY 19, 2014**

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

INTRODUCTION:

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

DESCRIPTION:

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

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

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

PREVIOUS OAK TREE STUDY:

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

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

History: More than 30 years ago this property was owned by Hayward Lumber Company. According to Darren Nash, the parking lot and wood yard (center of the property surrounding the oaks) was paved up to the trunks of the trees (based upon aerial photographs from 1981). It is certain that the Critical Root Zones (CRZ) of these large Valley Oaks (*Quercus lobata*) had compacted base and asphalt paving over the top for more than 30 years of their life. The oaks appear to less than 80 years old. Mike Hodge (and owners) had the asphalt cut away to expose part of this CRZ so that we could conduct a study to examine the root system. In the picture below, you can see that we also removed a significant amount of fill (decomposed granite) that was piled up against the trunks of the trees (6" deep in some places) and was compacted over the root zones. By removing 10+ cubic yards of this compacted low-quality fill, it helped to free up the trees for available oxygen and moisture.

Attachment 7

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

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

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

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

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

Conclusions:

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

ENCROACHMENT WITHIN THE CRZ:

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

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

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

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

TREE PROTECTION MEASURES:

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

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

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

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

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

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

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

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

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

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

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

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

MITIGATION:

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

Attachment 7

TREE INVENTORY:

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

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

Oak Tree Inventory Pine x 10th Street, Paso Robles

Tree #	Common Name	*Genus Species*	DBH (inches)	CRZ (ft.)	Current Condition	Removal	Monitoring	Tree Protection
1	Valley oak	*Quercus lobata*	40	40	Senescent. Heavy over 10th Street. May need pruning. Roots covered.	No	Yes	Delineation fencing and trunk wrap
2	Coast live oak	*Quercus agrifolia*	14	14	Good, need structure pruning. Roots covered.	No	No	Delineation fencing at drip line. See map
3	Valley oak	*Quercus lobata*	36	36	Good, need structure pruning. Roots covered.	No	Yes	Delineation fencing and trunk wrap
4	Valley oak	*Quercus lobata*	18	18	Good, need structure pruning. Has grown over old chain- link fence stuck in tree. Roots covered.	No	No	Delineation fencing at drip line. See map
5	Valley oak	*Quercus lobata*	36	36	Good, need structure pruning. Roots partially covered.	No	Yes	Delineation fencing and trunk wrap
6	Valley oak	*Quercus lobata*	32	32	Good, need structure pruning. Roots partially covered.	No	Yes	Delineation fencing and trunk wrap

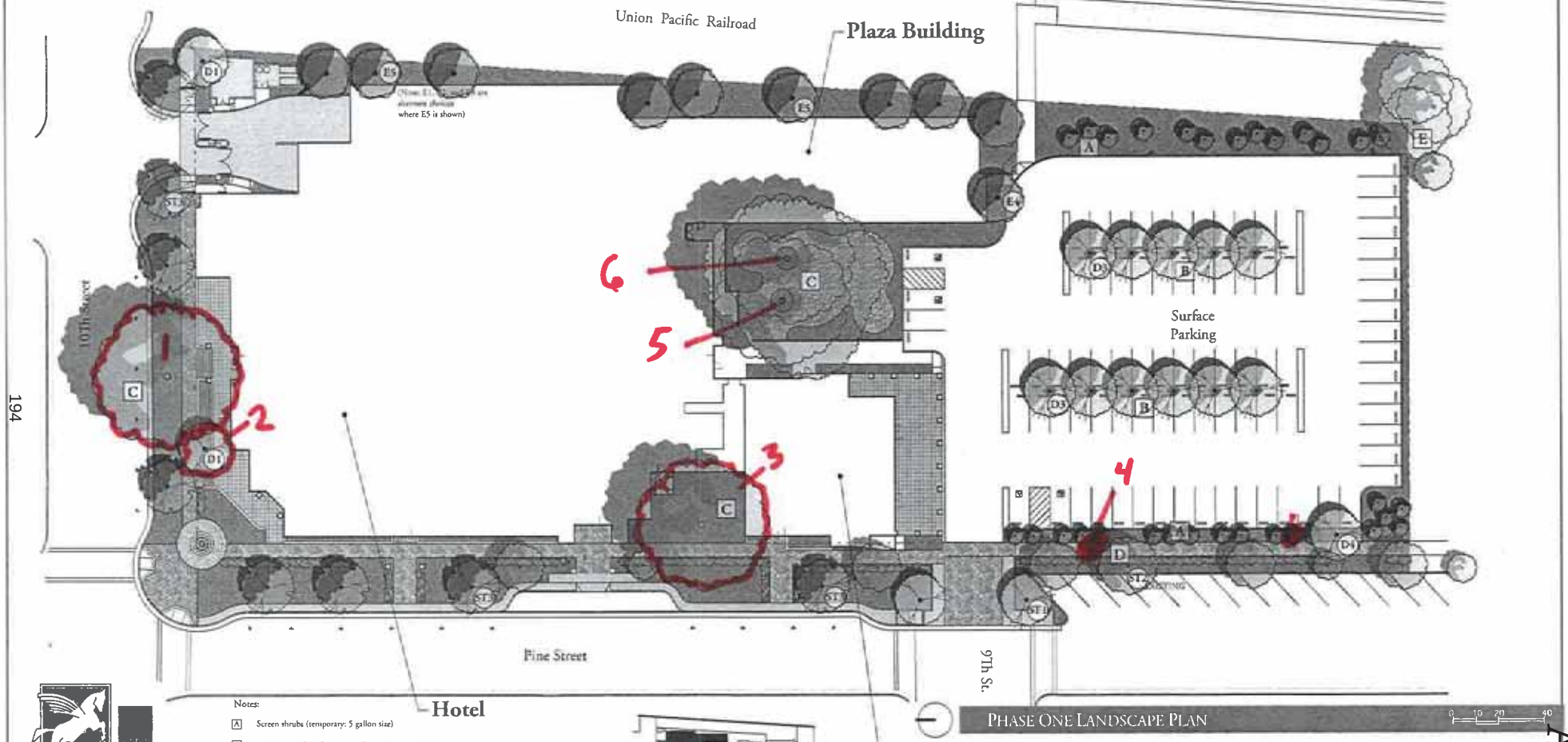
Trunk Wrap = Wrap the trunks of the trees with chain link fencing and vertical 2x4x8 lumber spaced 1' apart around the trunk of the tree to prevent damage.

Delineation Fencing = Orange construction fencing with t-posts every 8 feet, securely attached with zip ties, at the CRZ or allowed distance from each tree.

Mitigation: See landscape plan for numerous trees to be planted in the design. Monitoring required by a Certified Arborist while working near oaks during construction.

PINE STREET PROMENADE LLC

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



Notes:

- [A] Screen shrubs (temporary: 5 gallon size)
- [B] Medium-sized shade trees in "diamond" planters trees shall be transplanted within project in phase 2.
- [C] Existing oak trees to remain.
- [D] Existing street trees to remain (london plane).
- [E] Existing trees to remain.

Steven Puglisi ARCHITECTS
firma

PHASE ONE LANDSCAPE PLAN

0 10 20 40

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

P1.4

GENERAL TREE PROTECTION RECOMMENDATIONS:

Avoidance of Mechanical Damage

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

Root Cutting

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

Soil Compaction

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

Tree Pruning and Removal

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

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

Jeremy Lowney 431-0708 (cell)

QUALIFICATIONS:

Certified Arborist WC-3718
Sole Proprietor - Solid Oak Tree Management since 1998
California State Landscape and Tree Service Contractor (C27) #757086
Faculty, Cal Poly University, San Luis Obispo. Teacher of Urban Forestry, Department of Forestry and Natural Resource Management
Former Hazardous Tree Inspector, San Luis Obispo County Department of Planning & Building
Certificates in Tree Risk Management and Lawsuit Prevention, Tree Appraising and Writing Technical Reports, UC Riverside Extension
Bachelors of Science in Forestry and Natural Resource Management, Cal Poly, SLO 1997

Attachment 7

RECEIVED
JUN 23 2017
City of Paso Robles
Community Development Dept.

A&T ARBORISTS
CERTIFIED ARBORISTS
Contractor Lic.#906700

6-8-17

Debbie Lorenz

Re: Pine Street Hotel

A & T Arborists was retained as the arborist of record for this project due to the original arborist leaving the country. The plans have changed since the original report and we feel the new plans will impact the oaks to a lesser degree. After reviewing the site, the new grading plans, and potential impacts to the oak trees, we recommend the following:

- Large valley oak (*Quercus lobata*) along 10th Street: We had some concerns to root damage of this tree. Per the plans and assuming a five foot over-excavation, the root loss would have been 20%. With no over-excavation, the impact can be reduced to around 10% or less. The developers have decided to use caissons and grad beams which will greatly reduce the impacts.
- The two trees in the center of the project are also planned to remain. There will be some slight grading raising within the critical root zone, however, there will be an undisturbed area directly adjacent to the trees. If pavers are to be used around the trees, they shall be installed with a geogrid or other suitable material that reduces the depth of base required. We strongly recommend avoiding to lower the grade around these trees and instead slightly fill with material that is more porous than the existing soil. This allows for the roots to transpire carbon dioxide. We will advise on the best method once actual field grades are established.
- There is another valley oak adjacent to Pine Street close to the outdoor seating area. The footings for the walls of the buildings (within the critical root zone) will also be designed with caissons and grade beams.

- All grading within the critical root zone of any oak shall be monitored by the project arborist. We may recommend additional mitigation measures such as irrigation, root treatment, etc. as we see fit to have the best chance on not causing any only term impacts to the trees.

We feel that if the general contractor follows the above recommendations along with the all the mitigation measures in the original arborist report, the trees will not have any long term impacts.

Please feel free to call us with any questions.

Chip Tamagni
Certified Arborist #WE 6436-A
California State Pest Control Advisor #75850
Certified Hazard Risk Assessor #1209
Cal Poly B.S. Forestry and Natural Resources Management

inBALANCE
Green Consulting
100 Cross Street, Suite 204
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(805) 235-6355

Pine Street Promenade, Paso Robles
Water Conservation Analysis

May 16, 2014

Introduction

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

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

The water-saving strategies in this report are:

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

Assumptions

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

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

Strategies

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

Strategy 1: Water Conserving Fixtures

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

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

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

Strategy 2: Water Conserving Landscape

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

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

Strategy 3: High efficiency washing equipment

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

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

Strategy 4: Laundry Reclamation

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

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

Strategy 5: Rainwater Catchment

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

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

Graywater

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

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

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

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

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

Strategy 6: Graywater use for landscape

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

Water Saved: 100% of irrigation water, or 170,000 gallons/year
Could supplement rainwater catchment
Cost: $$ (due to dual plumbing of waste lines)

Strategy 7: Graywater use for cooling tower

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

Water Saved: 100% of cooling tower water, or 200,000 gallons/year
Cost: $$ (due to dual plumbing of waste lines)

Strategy 8: Graywater use for indoor plumbing

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

Water Saved: 35% of indoor plumbing, or 360,000 gallons/year
Cost: $$$ (due to dual plumbing of waste lines and supply lines)

Summary

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

*Could supplement or replace rainwater catchment

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

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

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

Respectfully Submitted,

Andy Pease

Andrea Pease, AIA, LEED AP
Principal

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Pine Street Promenade, Paso Robles
Sustainability Report

May 18, 2017

Introduction

In Balance Green Consulting is providing green building consulting for the Pine Street Promenade. The Owner and Design team have expressed their support for environmental stewardship and will incorporate sustainable design strategies into this project. They also appreciate that a green building is healthier for employees and guests, provides long-term operational savings, and benefits the larger community by protecting resources and reducing infrastructure costs.

The following report, which is an update to the May 2014 report, summarizes the key green building strategies incorporated into the project.

Sustainable Sites

The project is an infill site, adjacent to many businesses and transportation. The site selection enhances the community, promoting walking and alternative transportation for the entire downtown. Key strategies include:

- Selection of infill site
- Connections to 10 or more services within ½ mile
- Connection to bus lines and a major transit center
- Bicycle parking for guests and employees
- Optimizing parking capacity through valet and tandem parking and providing no more parking than needed
- Managing storm water quality and quantity through bio-swales and the potential for permeable paving and subterranean storage
- Reducing the heat island effect by placing some parking under cover and using light-colored surfaces and shading for some areas of surface parking, and by using a cool roof where feasible architecturally.
- Reducing light pollution through cut-off fixtures

Water Efficiency

Water efficiency has been a significant focus of the project development, and four primary strategies will be incorporated: ultra low-flow plumbing fixtures, high-efficiency landscape and irrigation, high-efficiency washing machines, and laundry water reclamation.

On-site laundry would be one of the greatest single demands, almost 2 million gallons per year using standard equipment. With that in mind, the project will include a laundry water reclamation system. In this system, 90% of the water is processed through a series of filters for re-use in the laundry.

Based on anticipated employees, guests, visitors, and restaurant use, the project is anticipated to use about 4.0 million gallons (12 acre-ft) of water per year, as follows:

Water Use	Water, gallons/year	
	Standard	**Proposed**
Indoor Fixtures	2,649,300	2,436,400
Irrigation	212,500	170,000
Laundry	1,984,100	198,400
Pool evaporation (covered)	26,000	13,000
Food service; misc.	1,399,500	1,276,000
TOTAL	**6,271,400**	**4,093,800**
Savings		**35%**

The water-efficiency strategies will reduce the water demand by about 35%.

As design progresses, feasibility of additional strategies will be considered, including rainwater capture for irrigation.

Energy and Atmosphere

Energy efficiency strategies include high performance glazing, high-efficiency lighting (LED), and appropriately-sized windows and shading to optimize the daylight/thermal performance balance. Boilers for hot water will be 90% efficient, and the mechanical equipment will be high-efficiency as well.

Guest rooms will be equipped with an infrared occupancy sensor or key card system to shut off lights and set back HVAC when a room is unoccupied.

Photovoltaic panels will be installed on the roof, which is mostly flat and will have limited roof-mounted HVAC equipment, leaving plenty of space available for panels. The PV array size will be approximately 120 - 150 kW. Using a median approach, the size would be:

Total Panel Area: 8,500 sq-ft
System Peak Power: 138 kW DC (123 kW CEC)
Annual Production: **258,000 kWh**

A system of this size would supply 20% - 25% of annual electric use.

In addition, to ensure proper system performance, the energy systems will be commissioned, as required by CAL Green. Enhanced Commissioning, which includes a 3rd-party design review and re-commissioning of systems 10 months after project completion, will be incorporated as feasible.

Materials and Resources

The project will reduce waste and divert waste from landfill to the extent possible, during construction as well as operations. During design the project will conduct a solid waste analysis, quantifying anticipated waste and outlining operational strategies to reduce waste, including the use of durable goods, protocols for minimal packaging and purchasing policies for extended-life products. Design will include easy access for staff and visitors to sort between recycling, landfill and organic waste/compost. Space will be provided for household hazardous waste as well, including batteries and electronics.

Construction materials will be preferentially specified for recycled content and regional (within 500 miles) content as feasible.

Indoor Environmental Quality

Strategies for indoor environmental quality include:

- Monitoring outdoor air delivery
- Indoor Air Quality management during construction
- Low-emitting materials for adhesive, sealants, paints, insulation, wood and other finishes
- Operable windows for guest rooms
- Daylight and views in all spaces, where feasible
- Acoustic performance analysis

Conclusion

By its location, density and programmed functions, the Pine Street Promenade is inherently a 'green building'. The owner's commitment to incorporate energy efficiency, water reduction and reuse, and waste management further enhance the environmental stewardship.

Respectfully Submitted,

Andrea Pease, AIA, LEED AP BD&C
Principal
andy@inbalancegreen.com

Attachment 7

DESIGNER'S TASKS FOR PINE STREET HOTEL:

1. Together with Clients, establish design concept for hotel.

2. Review existing plans and provide furniture layout recommendations.

3. Work with Clients, Architect, Contractor, Tradespeople, Fabricators, Suppliers, Artists, Artisans, and Purchasing Agent throughout project.

4. Work within hotel operator's specifications and/or standards.

5. Incorporate Clients' design direction into design schemes.

6. Develop concepts and color schemes for Public Spaces and Hotel Rooms.

7. Present "loose" conceptual imagery and concepts to Clients for approval.

8. Obtain furnishings budget and schedule from Clients and Contractor.

9. Select material options for flooring in Public Spaces and Bathrooms (including shower floor), counter top, backsplash, ceiling, walls (including shower walls), partitions, plumbing fixtures, mirrors, and bathroom accessories.

10. Provide material samples and options to Clients for approval.

11. Present (scaled hand drawn) interior wood floor and/or tile patterns and layouts for flooring and walls to Clients for approval.

12. Work with fabricator/supplier to create custom designed carpet.

13. Approve strike-offs, carpet seaming diagrams, and/or drawings prior to fabrication of custom fabrics, carpets or wallpapers.

14. Select wall (and/or wall covering), interior door and trim colors throughout.

31. Key furniture placement into plans.

32. Review Model Room with Clients and issue comments/revisions.

33. Respond to questions from the field, and from suppliers and installers.

34. Make site visits to observe progress and to interact with tradespeople (if necessary), and apprise Contractor and Client.

35. Compose and issue meeting minutes via email to appropriate parties.

36. Provide bids from local artisans/craftsmen and visit them at their shop to review progress on custom pieces.

37. Research market for most favorable pricing for products and for availability.

38. Provide cut sheets as specifications and work closely with purchasing agent.

39. Provide re-selections and revised specifications when/if requested.

40. Supervise furniture installation crews (including art and accessory placement).

41. Be available and work closely with Clients throughout project.

42. Work with landscaper/florist regarding plant containers and plant/flower selections and placement.

43. Keep track of design hours and designer's fee and keep Clients informed.

44. Upon completion of project help provide Clients with punch list of incomplete or incorrect elements.

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TECHNICAL MEMORANDUM

Date: 7/25/2017

To: Debbie Lorenz

From: Kurt Legleiter

Subject: **Noise Impact Analysis for the Pine Street Promenade Project, Paso Robles, CA**

Introduction

The report provides a summary of the existing noise regulatory framework and potential impacts associated with the proposed Pine Street Promenade Project. Mitigation measures have been included for potentially significant noise impacts. With mitigation, noise impacts associated with the proposed project would be considered less than significant.

Proposed Project Overview

The proposed project includes the construction of a 151-room hotel, a 6,300 square-foot restaurant, and 4,780 square feet of retail. The project site is located at the southeast corner of the 10th Street and Pine Street intersection in the City of Paso Robles, California. A summary of acoustic fundamentals and terms used in this analysis is included in Appendix A of this report.

Regulatory Framework

City of Paso Robles General Plan

Transportation Noise Sources

The City's noise criteria for determination of land use compatibility are presented in Figure 1. These guidelines are used to assess whether or not transportation noise can potentially pose a conflict with proposed land uses. For hotel land uses, an exterior noise level of 65 dBA CNEL/L_{dn} is considered "normally acceptable." Exterior noise levels between 60 and 70 dBA CNEL/L_{dn} are considered "conditionally acceptable" and exterior levels between 70 and 80 dBA CNEL/L_{dn} are considered "normally unacceptable." Exterior noise levels in excess of 80 dBA CNEL/L_{dn} are considered "clearly unacceptable."

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

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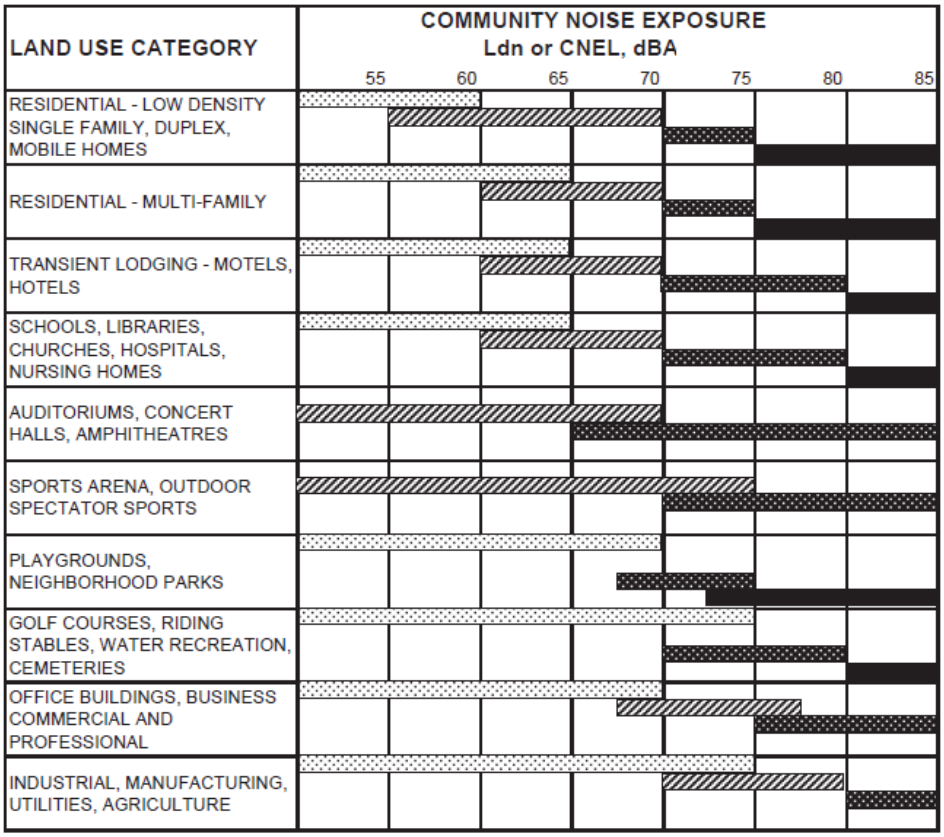
Figure 1
City of Paso Robles Land Use Compatibility Noise Criteria for Transportation Noise Sources



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

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

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

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

Source: City of Paso Robles General Plan Noise Element (2003)

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Non-Transportation (Stationary) Noise Sources

The City of Paso Robles has also adopted noise standards for stationary sources. The noise standards are applied at the property line of the receiving land use. The City's noise standards for stationary sources are summarized in Table 1.

Table 1
Maximum Allowable Noise Exposure-Stationary Noise Sources[1]

	Daytime (7a.m. to 10 p.m.)	Nighttime (10 p.m. to 7a.m.)
Hourly L, dB [(2)]	50	45
Maximum level, dB [(2)]	70	65
Maximum level, dB-Impulsive Noise [(3)]	65	60

1. *As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of the noise barriers or other property line noise mitigation measures.*
2. *Sound level measurements shall be made with the slow meter response.*
3. *Sound level measurements shall be made with the fast meter response.*

Source: City of Paso Robles General Plan Noise Element (2003)

Impact Summary

Project-related noise and groundborne vibration impacts are summarized in Table 2.

Table 2
Summary of Project-Related Noise & Vibration Impacts

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	■	☐	☐
B. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	■	☐	☐
C. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	■	☐	☐
D. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
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?	☐	☐	☐	■
F. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

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Impact Discussion and Mitigation Measures

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

For determination of land use compatibility for transportation noise sources, the City's General Plan establishes a "normally acceptable" exterior noise standard of 65 dBA CNEL/L_{dn} for hotels. Exterior noise levels of up to 70 dBA CNEL/L_{dn} are considered "conditionally acceptable" provided necessary noise-reduction measures are incorporated. The inclusion of fresh air supply systems to allow windows to remain closed is normally sufficient to meet the "conditionally acceptable" noise standard (City of Paso Robles 2003). In addition to the noise criteria for determination of land use compatibility, the General Plan also establishes exterior and interior noise standards for non-transportation and transportation sources. For hotel uses, the maximum allowable noise exposure within outdoor activity areas is 65 dBA CNEL/L_{dn}. The maximum allowable noise exposure for interior areas of the hotel is 45 dBA CNEL/L_{dn}. Non-transportation noise levels are limited to 50 dBA L_{eq} and 70 dBA L_{max} during the daytime hours (7 a.m. to 10 p.m.) and 45 dBA L_{eq} and 65 dBA L_{max} during the nighttime hours (10 p.m. to 7 a.m.)

Land Use Compatibility

Major transportation noise sources in the project vicinity include U.S. Highway 101, located approximately 400 feet east of the project site, and the Union Pacific Railroad corridor, which is located adjacent to the eastern boundary of the project site. Based on predicted future noise contours noted in the City's General Plan, the predicted future (year 2025) 65 and 70 dBA CNEL/L_{dn} noise contours for U.S. Highway 101 would extend to 487 and 226 feet from the roadway centerline. The projected future (year 2025) 65 and 70 dBA CNEL/L_{dn} noise contours for the adjacent rail corridor, including freight and Amtrak trains, would extend to 138 and 64 feet from the track centerline.[1] Projected future noise contours are depicted in Figure 2.

No outdoor activity areas are located on the project site that would be directly exposed to transportation noise levels or located within the projected 65 dBA CNEL/L_{dn} noise contours of nearby transportation noise sources. Based on the projected noise contour distances noted above, predicted transportation noise levels along the eastern exterior façade of the proposed hotel would range from approximately 67 to 73 dBA CNEL/L_{dn}. These predicted exterior noise levels include freight and Amtrak train passby events, train idling, and vehicle traffic along nearby U.S. Highway 101. The highest predicted noise levels would occur at upper-floor locations along the eastern façade of the proposed hotel, nearest the Union Pacific Railroad corridor. Assuming an average exterior-to-interior noise reduction of 25 dB with windows closed, which is typical for compliance with current building standards, predicted interior noise levels of these nearest rooms would be approximately 48 dBA CNEL/L_{dn}. Predicted exterior traffic noise levels would exceed the City's "normally acceptable" exterior noise standard of 65 dBA CNEL/L_{dn}, as well as, the interior noise standard of 45 dBA CNEL/L_{dn}. As a result, this impact would be considered ***potentially significant***.

[1] *City of Paso Robles General Plan Noise Element (2003)*

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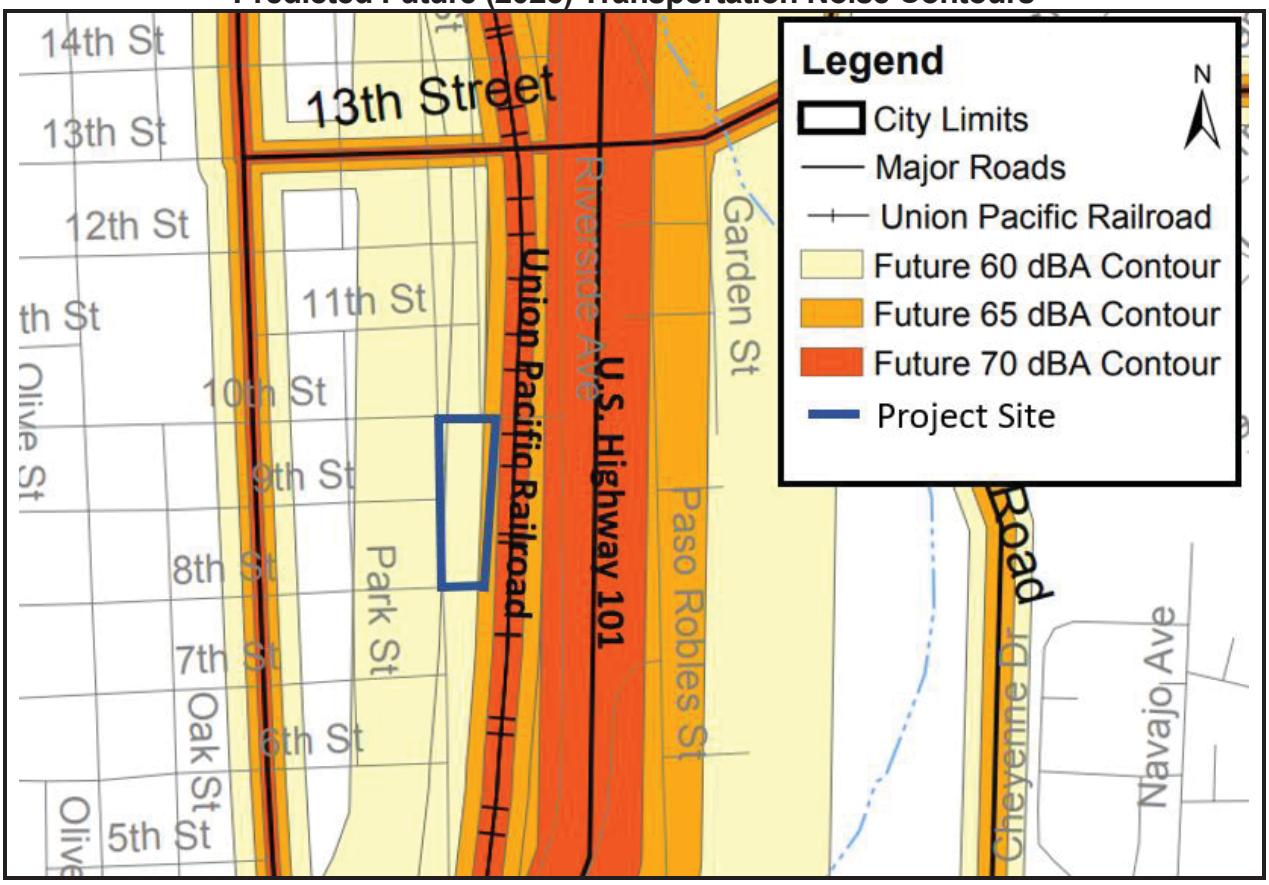
Figure 2
Predicted Future (2025) Transportation Noise Contours



Locations are approximate and do not take into account shielding provided by intervening terrain or structures.
Source: City of Paso Robles General Plan Noise Element (2003)

Increases in Traffic Noise Levels

Typically, a doubling of vehicle traffic would be required before a noticeable increase (i.e., 3 dBA, or greater) in traffic noise levels would occur. Based on the traffic analysis prepared for this project, the proposed project would not result in a doubling of daily vehicle traffic along area roadways. As a result, this impact is considered ***less than significant***.

Increases in Non-Transportation Noise Levels

Noise sources commonly associated with hotels can include occasional parking lot activities (e.g., opening and closing of vehicle doors, people talking), and use of onsite building equipment, such as HVAC systems, boilers, and power generators. Building equipment, such as boilers and air conditioning units, would be located on

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rooftops, enclosed within the structure and shielded from direct public exposure. As a result, predicted noise levels associated with these sources would not be anticipated to exceed the City's noise standards.

The proposed project may also include installation of a natural-gas-fueled emergency generator, located at ground-level near the northeastern boundary of the project site. Operation of the emergency generator would typically be largely limited to routine testing and maintenance activities, which are typically limited to fewer than 16 hours per month and during the daytime hours. Detailed specifications for the emergency generator have not yet been identified. However, based on manufacturer's technical data for units installed at similar facilities, uncontrolled noise levels associated with generators can reach levels of up to approximately 85 dBA L_{eq} at 25 feet. Based on this noise level, uncontrolled noise levels at the property line of the nearest land uses would be approximately 73 dBA L_{eq}. Assuming an average exterior-to-interior noise reduction of 25 dBA, predicted interior noise levels at the office uses located east of the project site could reach levels up to 48 dBA L_{eq}. If uncontrolled, operational noise levels associated with the proposed generator could potentially exceed the City's daytime and nighttime noise standards for non-transportation noise sources (i.e., 50 dBA L_{eq} and 45 dBA L_{eq}, respectively). It is important to note that routine maintenance and testing of the emergency generator would typically occur during the daytime hours. In addition, operational noise levels associated with the emergency generator would be partially masked by existing train noise levels. Nonetheless, because uncontrolled noise levels could potentially exceed the City's noise standards for non-transportation noise sources, this impact would be considered ***potentially significant***.

Parking Lots

The proposed project would include construction of surface parking lots to serve proposed development. Based on the traffic analysis prepared for this project, the proposed project would generate a maximum of approximately 145 vehicle trips during the peak-hour. Based on this traffic volume, parking lots associated with the proposed land uses would generate peak-hour noise levels of approximately 35 dBA L_{eq}, or less, at the project boundaries and would be largely masked by ambient noise levels. This impact is considered ***less than significant.***

Mitigation Measure Noise-A:

1. A mechanical ventilation system shall be installed that will provide the minimum air circulation and fresh-air supply requirements for various uses in occupied rooms without the need to open any windows, doors, or other openings to the exterior.
2. Exterior walls along the eastern façade and adjacent to the Union Pacific Railroad corridor shall be designed to achieve a minimum composite exterior sound transmission class (STC) rating of 40 dB for wall components, excluding windows and doors. A minimum 40 dB STC rating can be achieved by construction incorporating 5/8" sheathing, 7/8" stucco, and 5/8" gypsum board installed on the interior surface of exterior walls. If the exterior is stucco, the interior gypsum board should be fastened resiliently to the studs.
3. The total area of glass of both windows and exterior doors in sleeping spaces shall not exceed 20 percent of the floor area.
4. Windows located along the eastern façade and adjacent to the Union Pacific Railroad corridor shall have a minimum laboratory sound transmission class (STC) rating of 32.
5. Vents and openings shall be minimized on the eastern facade of the building. If vents are required, they should be designed with acoustical baffles.
6. Operational vented fireplaces that vent to the eastern façade shall not be installed.

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7. An acoustical analysis shall be prepared for the proposed emergency generator prior to installation. The acoustical analysis shall identify noise-reduction measures to be incorporated sufficient to achieve an exterior average-hourly noise-level of 45 dBA L_{eq}, or less, at the property line of the nearest land use. This average-hourly noise level performance standard would equate to an average-daily noise level of approximately 51 dBA CNEL, which would ensure compliance with the City's exterior and interior noise level standards for the onsite hotel (i.e., 65 and 45 dBA CNEL, respectively). Noise-reduction measures to be incorporated may include, but are not limited to, the selection of alternative or quieter equipment, use of sound enclosures, use of exhaust silencers, and shielding building intake and exhaust vents from direct line of sight of nearby land uses. The acoustical analysis shall be submitted to the City of Paso Robles Planning Department for review and approval prior to installation of the generator.

Significance after Mitigation

Implementation of the above mitigation measures and compliance with current building code requirements for building insulation would reduce interior noise levels of the hotel to below 45 dBA CNEL/L_{dn}. In addition, noise levels associated with the proposed emergency generator would not exceed applicable noise standards and would be largely masked by ambient noise levels. With mitigation, this impact would be considered ***less than significant.***

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

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

Noise levels associated with off-road construction equipment is summarized in Table 4. As depicted, noise levels generated by individual pieces of construction equipment typically range from approximately 74 dBA to 89 dBA L_{max} at 50 feet (FTA 2006). Average-hourly noise levels can vary, depending on the activities performed, reaching levels of up to approximately 83 dBA L_{eq} at 50 feet. Short-term increases in vehicle traffic, including worker commute trips and haul truck trips may also result in temporary increases in ambient noise levels at nearby land uses. Construction activities occurring during the more noise-sensitive nighttime hours would be of particular concern given the potential for increased levels of annoyance. As a result, this impact would be considered ***potentially significant***.

Mitigation Measure Noise-B:

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

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Significance after Mitigation

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

Table 4
Typical Construction Equipment Noise Levels

Equipment	Typical Noise Level (dBA Lmax) 50 feet from Source
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85
Generator	81
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	85
Truck	88
Paver	89
Pneumatic Tool	85
Roller	74
Saw	76
Sources: FTA 2006	

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

As discussed in Impact A, implementation of the proposed project would not result in increased transportation noise levels. However, installation of the proposed emergency generator may result in increases in ambient noise levels that could potentially exceed the City's noise standards for non-transportation sources. As a result,

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this impact is considered **potentially significant**. (Refer to Impact A for additional discussion of noise impacts and recommended mitigation measures.)

Mitigation Measures

Implement Mitigation Measure Noise A.7.

Significance after Mitigation

With implementation of Mitigation Measure Noise A.7 operational noise levels associated with the proposed emergency generator would be reduced to a ***less-than-significant level.***

IMPACT NOISE-D:	***Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.***

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

There are no federal, state, or local regulatory standards for groundborne vibration. However, various criteria have been established to assist in the evaluation of vibration impacts. For instance, the California Department of Transportation (Caltrans) has developed vibration criteria based on potential structural damage risks and human annoyance. Based on these criteria, short periods of ground vibration exceeding an exterior peak-particle velocity (ppv) of 0.1 inches per second (in/sec) or an interior level of 0.2 in/sec ppv, may result in increased levels of annoyance. Groundborne vibration levels exceeding 0.2 in/sec ppv may also have a potential for building damage, particularly for older more fragile buildings (Caltrans 2013).

Groundborne vibration levels associated with representative construction equipment are summarized in Table 3. Based on the vibration levels presented in Table 3, ground vibration generated by construction equipment would not be anticipated to exceed approximately 0.08 inches per second ppv at 25 feet. Predicted vibration levels at the nearest offsite structures, which are located in excess of 70 feet from the project site, would be approximately 0.06 in/sec ppv. Groundborne vibration levels associated with onsite demolition and construction activities would not exceed the minimum recommended criteria for structural damage and human annoyance at nearby structures. As a result, this impact would be considered ***less than significant***.

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Table 3
Representative Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity at 25 Feet (In/Sec)
Loaded Trucks	0.076
Jackhammer	0.035
Vibration Roller	0.210
Large Bulldozers	0.089
Small Bulldozers/Tractors	0.003
Source: Caltrans 2013	

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

The nearest public or private airport is the Paso Robles Municipal Airport, which is located approximately four miles northeast of the project site. The project site is not located within the projected 65 dBA CNEL/L_{dn} contours of Paso Robles Municipal Airport (City of Paso Robles 2004). As a result, the project site is not subject to high levels of aircraft noise. ***No impact***.

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Appendix A

Summary of Acoustic Fundamentals, Terms & Descriptors

Acoustic Fundamentals

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

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

Frequency is the number of fluctuations of the pressure wave per second. The unit of frequency is the Hertz (Hz). One Hz equals one cycle per second. The human ear is not equally sensitive to sound of different frequencies. Sound waves below 16 Hz or above 20,000 Hz cannot be heard at all, and the ear is more sensitive to sound in the higher portion of this range than in the lower. To approximate this sensitivity, environmental sound is usually measured in A-weighted decibels (dBA). On this scale, the normal range of human hearing extends from about 10 dBA to about 140 dBA. Common community noise sources and associated noise levels, in dBA, are depicted in Figure 3.

Addition of Decibels

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

Sound Propagation & Attenuation

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level decreases (attenuates) at a rate of approximately 6 decibels for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path, and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 decibels for each doubling of distance from a line source, depending on ground surface

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characteristics. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water,), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between a line source and the receiver, such as soft dirt, grass, or scattered bushes and trees), an excess ground-attenuation value of 1.5 decibels per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation for soft surfaces results in an overall attenuation rate of 4.5 decibels per doubling of distance from a line source.

Shielding by Natural or Human-Made Features

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

Noise Descriptors

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

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

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

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Table A-1
Common Acoustical Terms and Descriptors

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

Attachment 7

Orosz Engineering Group, Inc.

OEG Ref 13-1202

April 17, 2014

Brett Van Steenwyk
P.O. Box 44
Paso Robles, Ca. 93446

Subject: Pine Street Promenade Trip Generation and Parking Analysis

Dear Mr. Steenwyk:

Orosz Engineering Group, Inc. (OEG) is pleased to provide you with this letter report summarizing the trip generation and parking operations analysis for the mixed use project located on Pine Street between 8th Street and 10th Street in Paso Robles. Currently, there are several land uses proposed for the project site including hotel, restaurant, office, retail, performing arts center and parking structures.

The City of Paso Robles has requested that a trip generation study be prepared for the project to assist the City in there review of the project. The project team also requested technical expertise in evaluating the parking supply in light of the expected parking demands and the City parking regulations.

Project Description

The project site is located easterly of Pine Street between 8th and 10th Streets. The Pine Street Promenade development consists of two project phases. The first phase consists of the construction of a 106 room resort/spa style hotel with small conference, lounge, internal dining and pool area, 7,492 SF detached restaurant, 21,885 SF of market/retail space and 16,169 SF of commercial office uses. There are 162 valet spaces provided for the use of the hotel/restaurant uses and an additional 86 surface parking areas for the office/market/restaurant uses. A total of 248 parking spaces is provided for all of the land uses proposed in Phase 1.

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

Trip Generation

To estimate the project traffic impact on the surrounding circulation system in the Town Center area, the trip generation rates published by the Institute of Transportation Engineers (ITE) in Trip Generation: An informational report; 9th Edition, were used. As the project site is located within the Town Center area of Paso Robles that is implementing a focus of "park once" and with the project being an in-fill urban development, adjustments to the standard trip generation rates were used to account for the

non-motor vehicle trips that are expected to occur. The trip rates were applied to the proposed amount of development by specific land use and then in-fill adjustments were applied as a primary trip factor.

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

Table 1
Trip Generation Summary
Phase 1 Pine Street Promenade

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

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

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

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

City Parking Requirement Analysis

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

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

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

The first level of analysis is to provide parking that meets the zoning code requirements within the City Municipal Code. The project is located within the Town Center Specific Plan area in Zone TC-1. Within this zone, parking for non-residential uses is required to be provided at a rate of 1 space per hotel room and 1 parking space per 400 square feet of development for all other non-residential uses. The project parking requirements are summarized in Table 3 below. As shown in this table, the proposed project meets and exceeds the minimum parking requirements set by the City's zoning code.

Table 3
Parking Requirements
Pine Street Promenade

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

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

Parking Demand Analysis

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

Utilizing the ULI parking demand model, the peak parking demands for the project are summarized in Table 4. As shown in Table 4, the peak parking demand for Phase 1 occurs on a weekday at 2 PM with 247 spaces, with a weekend peak parking demand of 237 spaces at 8 PM. The time of day and month of year peak parking demands for the project are attached to the rear of this report.

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

Table 4
Parking Demand Summary
Pine Street Promenade

	Peak Parking Demand				
		Weekday		Weekend	
	Supply (spaces)	Demand (spaces)	Available (spaces)	Demand (spaces)	Available (spaces)
Phase 1	248	247	1	237	11
Phase 2	392	376	16	392	0
Phase 2 (without Theater Event)	392	279	113	241	151

Summary

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

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

Should you have any questions or need additional information, do not hesitate to contact us.

Sincerely,

Stephen A. Orosz

Stephen A. Orosz, P.E.
Traffic Engineer
Orosz Engineering Group, Inc.

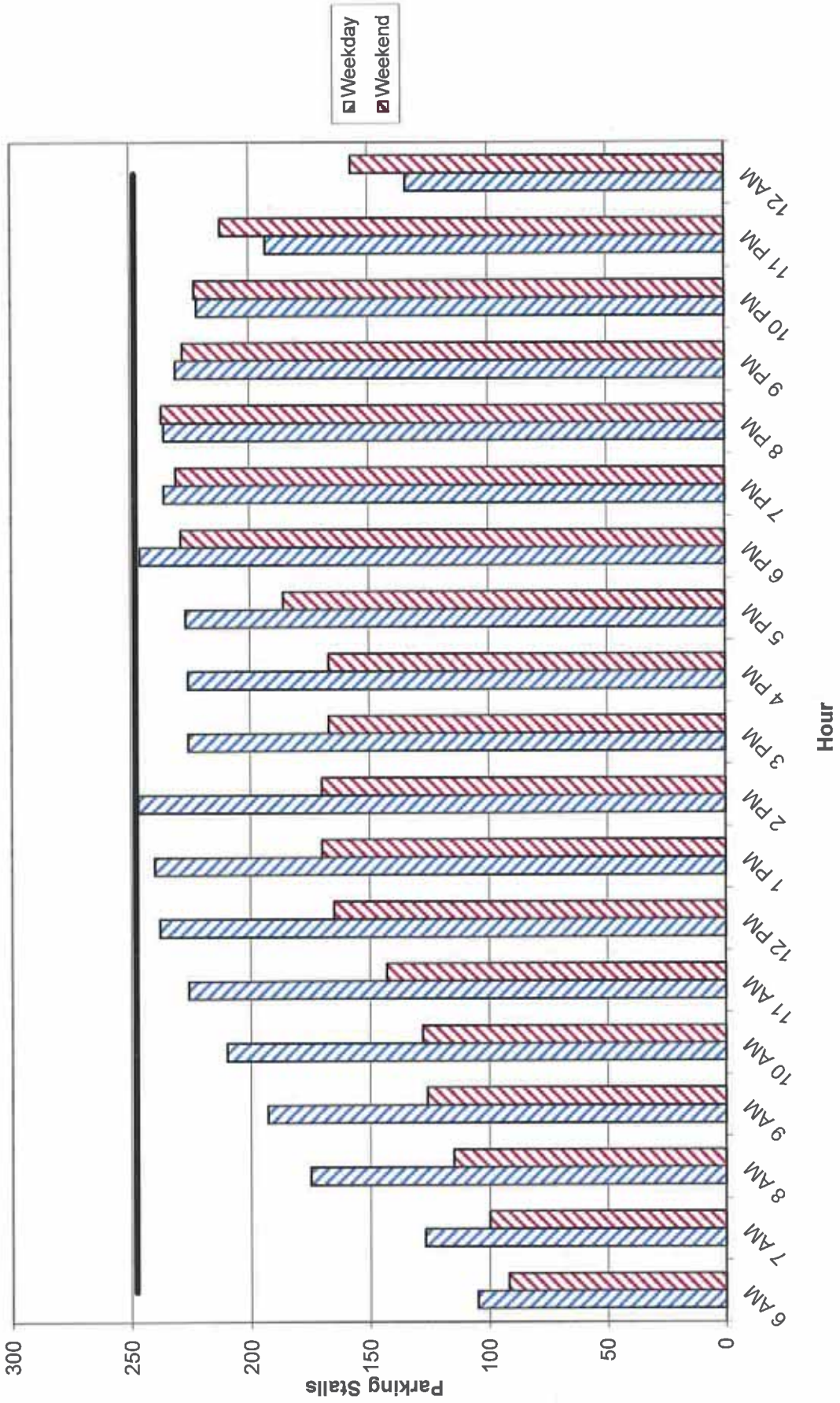
Enclosures

Attachment 7

Table A

Phase 1 Pine Street Promenade

Peak Month Daily Parking Demand by Hour



Attachment 7

Table B

Phase 1 Pine Street Promenade

Weekday Month-by-Month Estimated Parking Demand

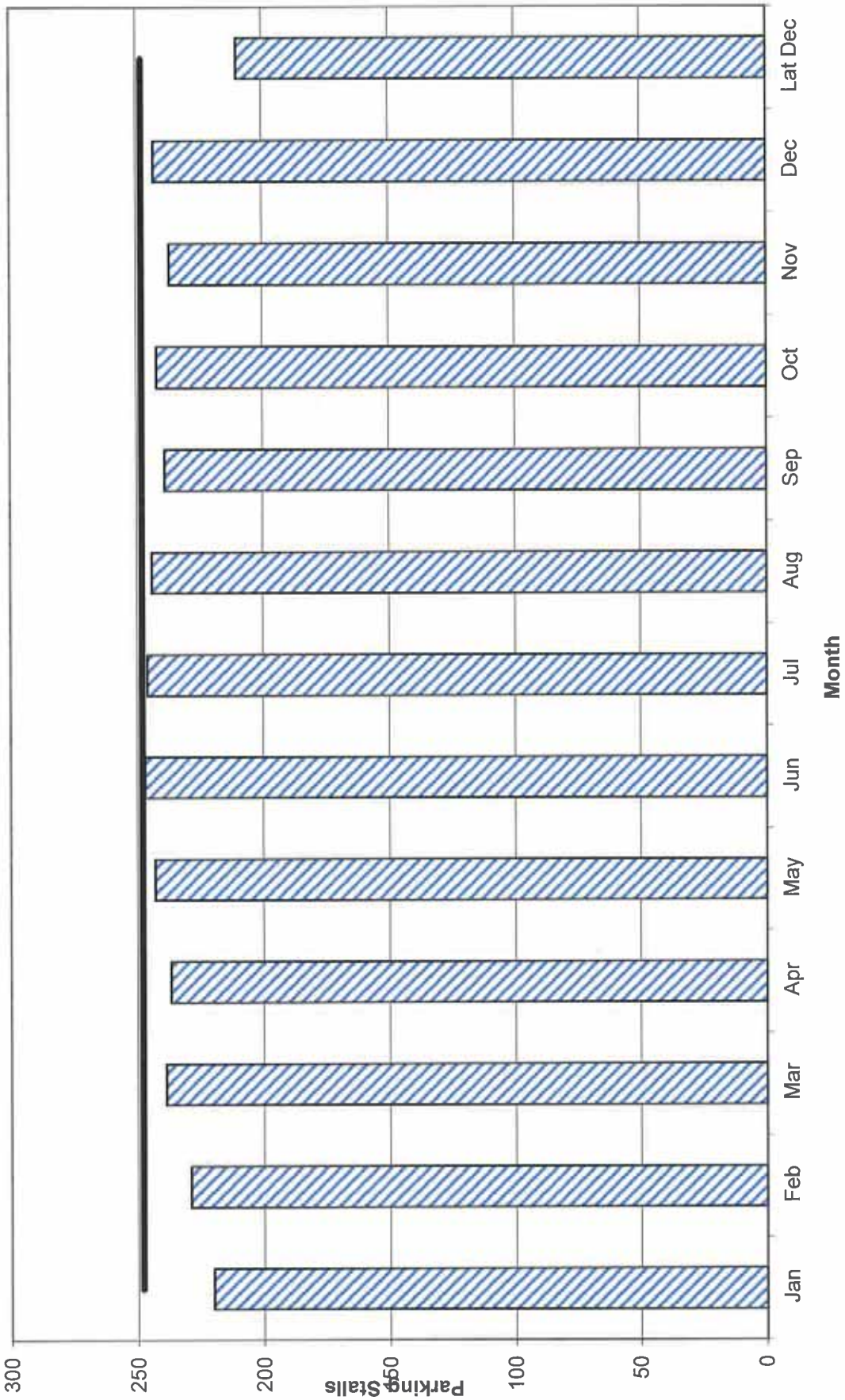


Table C

Phase 1 Pine Street Promenade

Weekend Month-by-Month Estimated Parking Demand

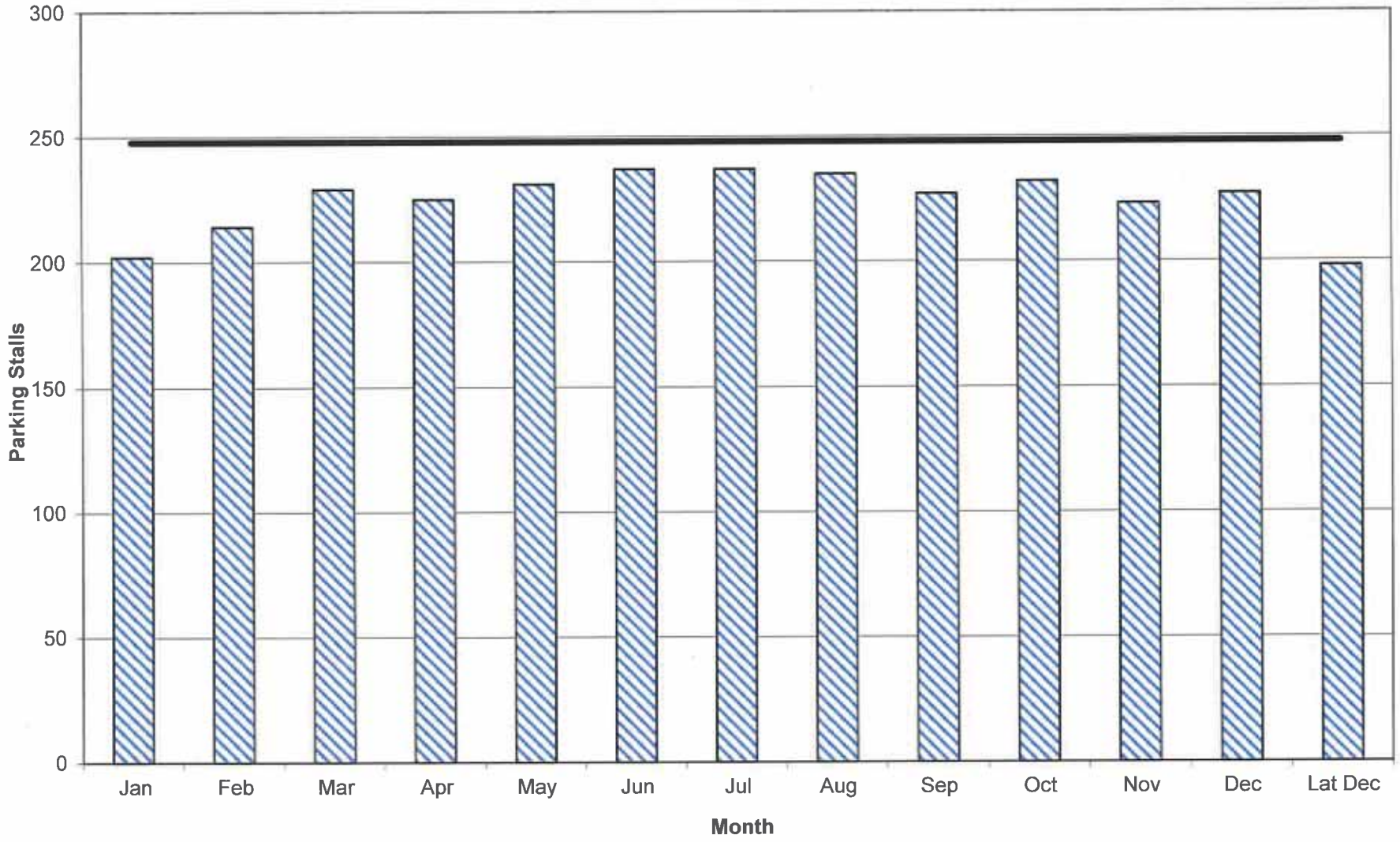


Table D

Phase 2 Pine Street Promenade with 500 Seat Theater Event
Peak Month Daily Parking Demand by Hour

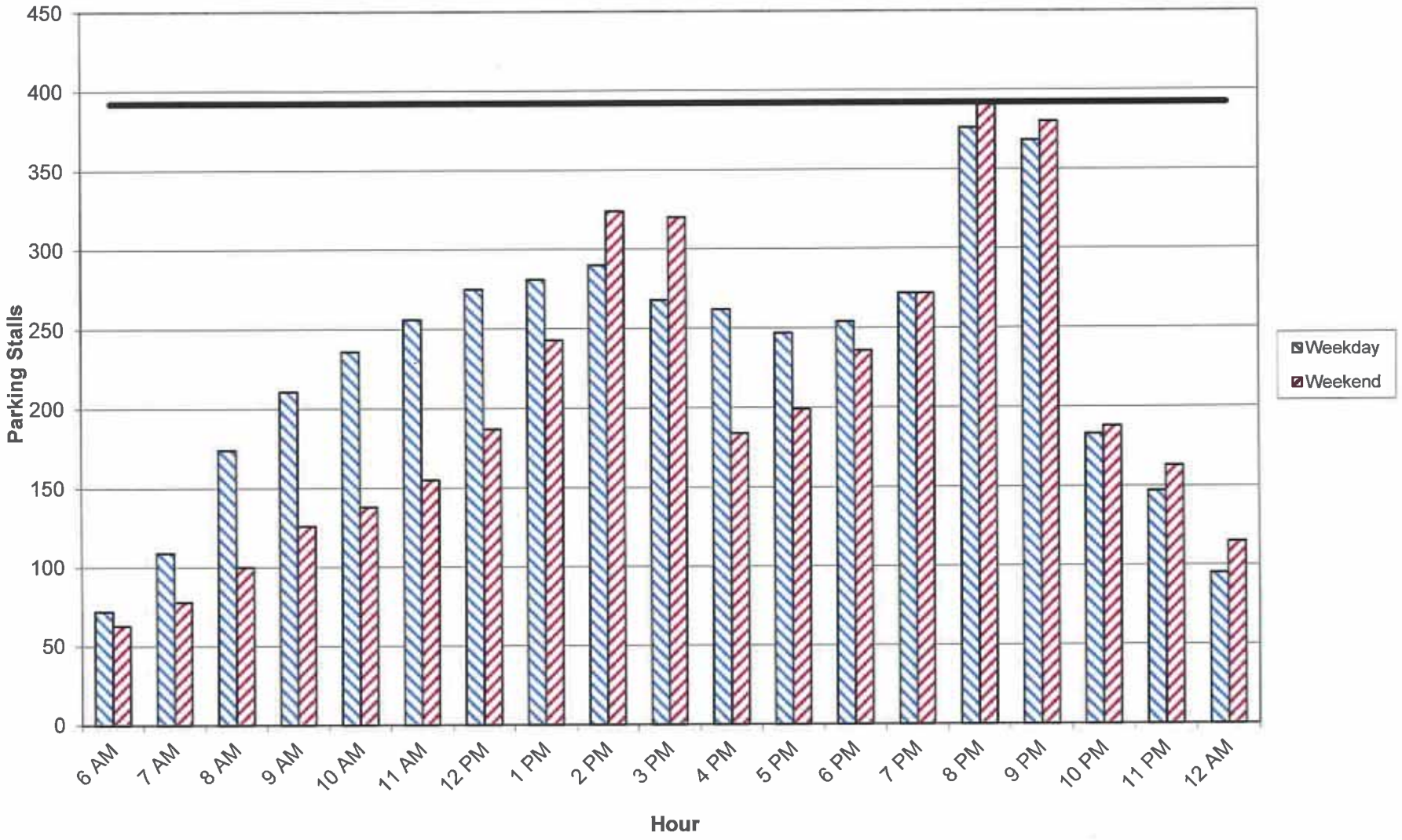


Table E

Phase 2 Pine Street Promenade With 500 Seat Theater
Weekday Month-by-Month Estimated Parking Demand

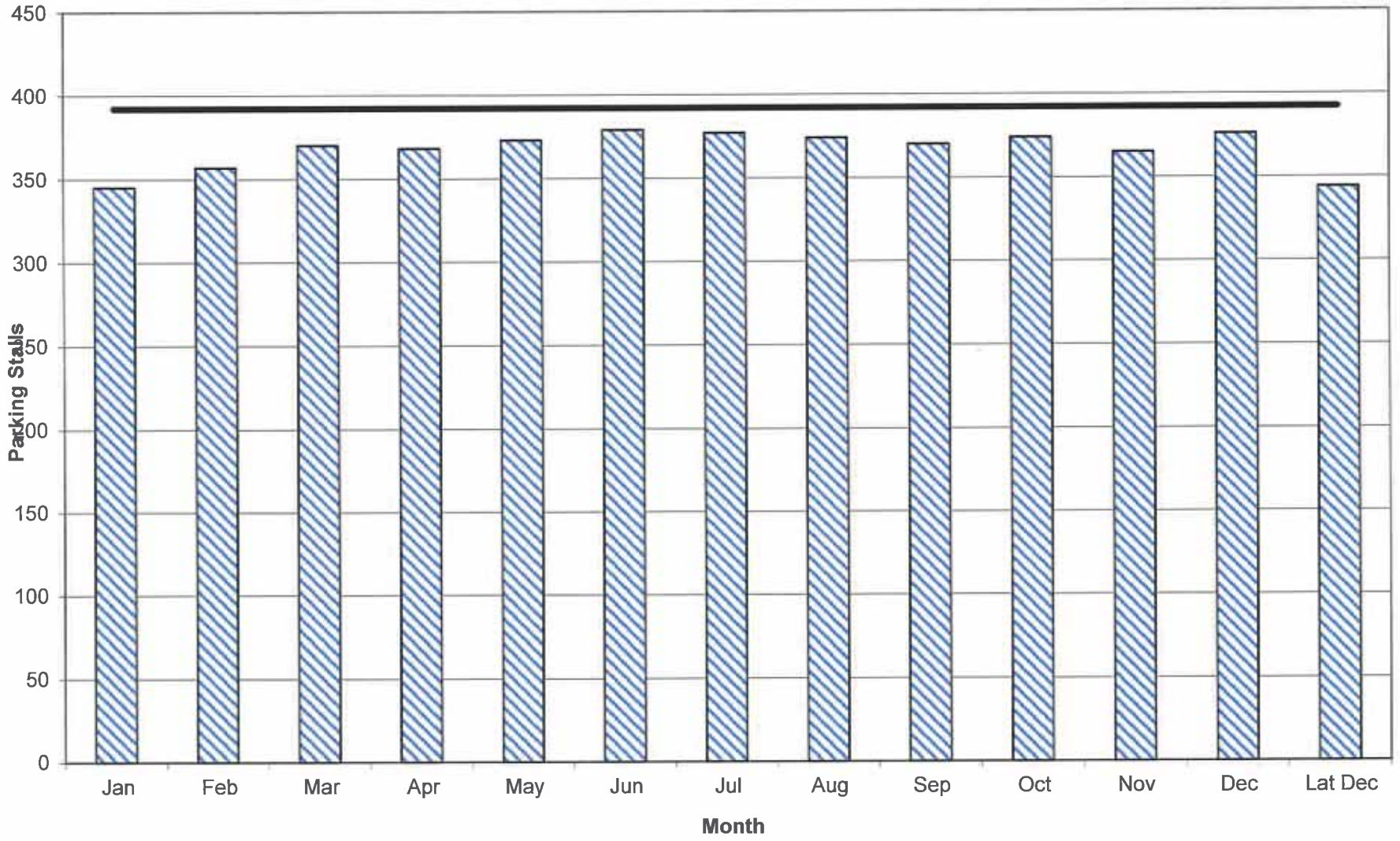


Table F

Phase 2 Pine Street Promenade With 500 Seat Theater
Weekend Month-by-Month Estimated Parking Demand

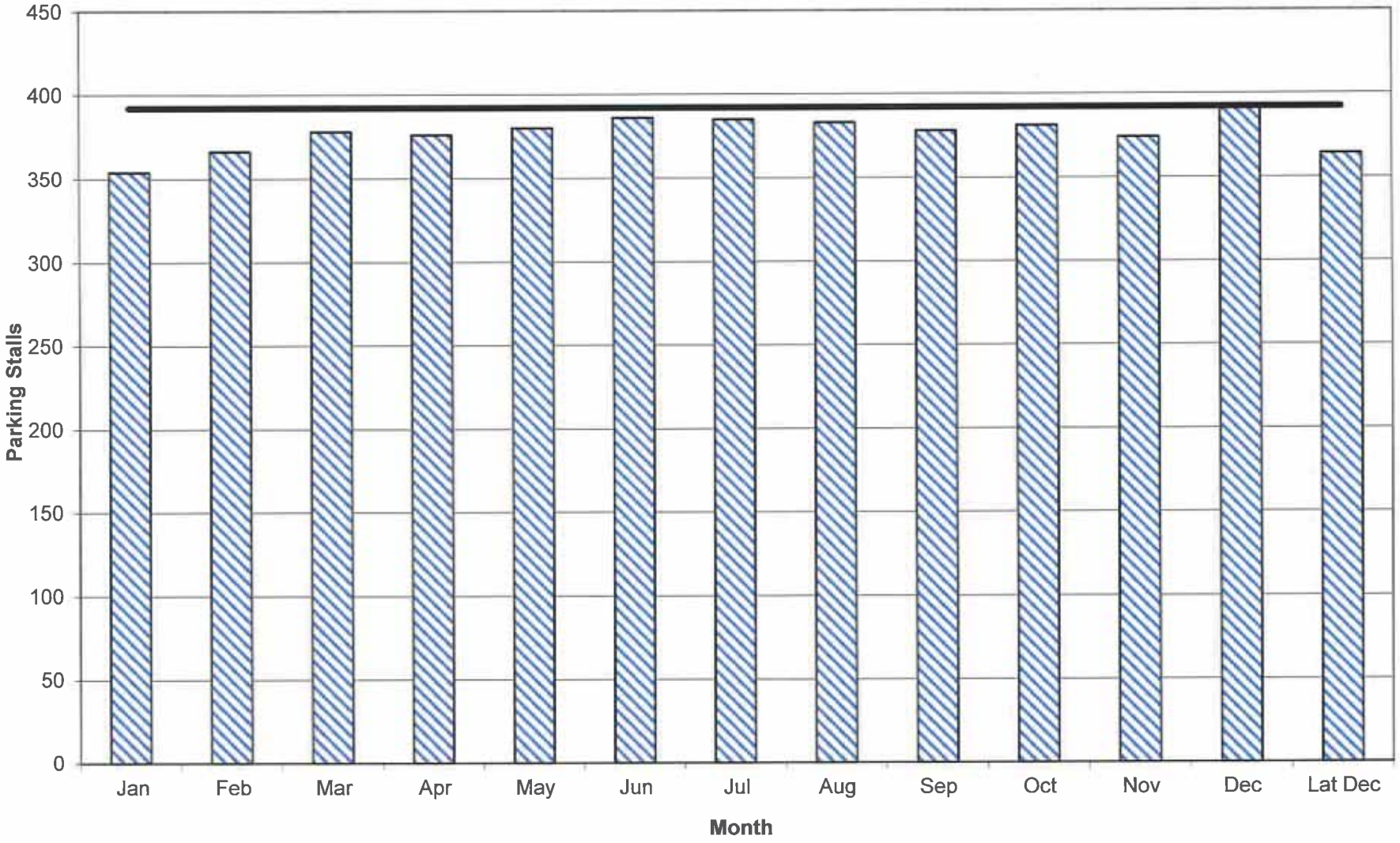


Table G

Phase 2 Pine Street Promenade without 500 seat Event

Peak Month Daily Parking Demand by Hour

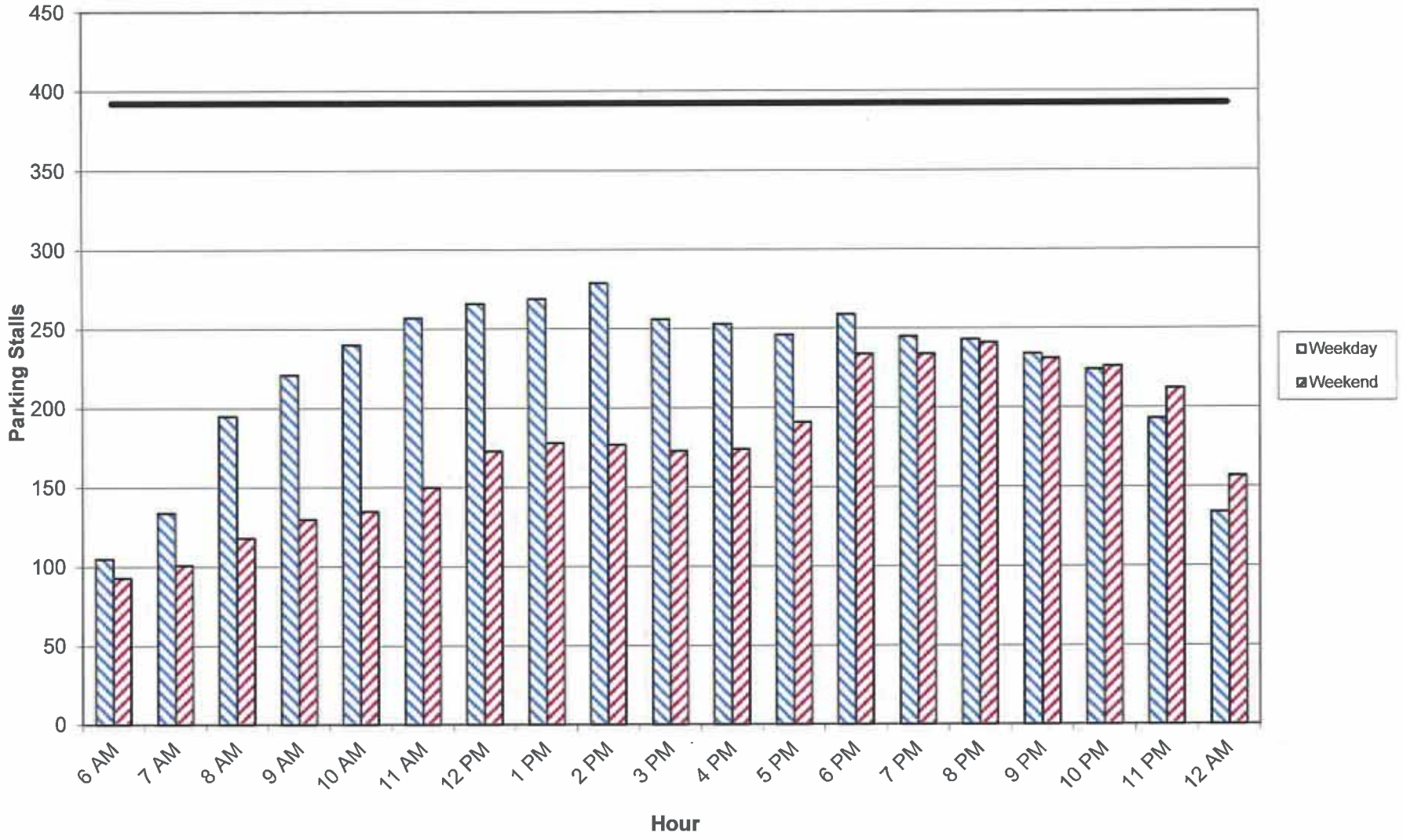


Table H

Phase 2 Pine Street Promenade Without 500 Seat Theater
Weekday Month-by-Month Estimated Parking Demand

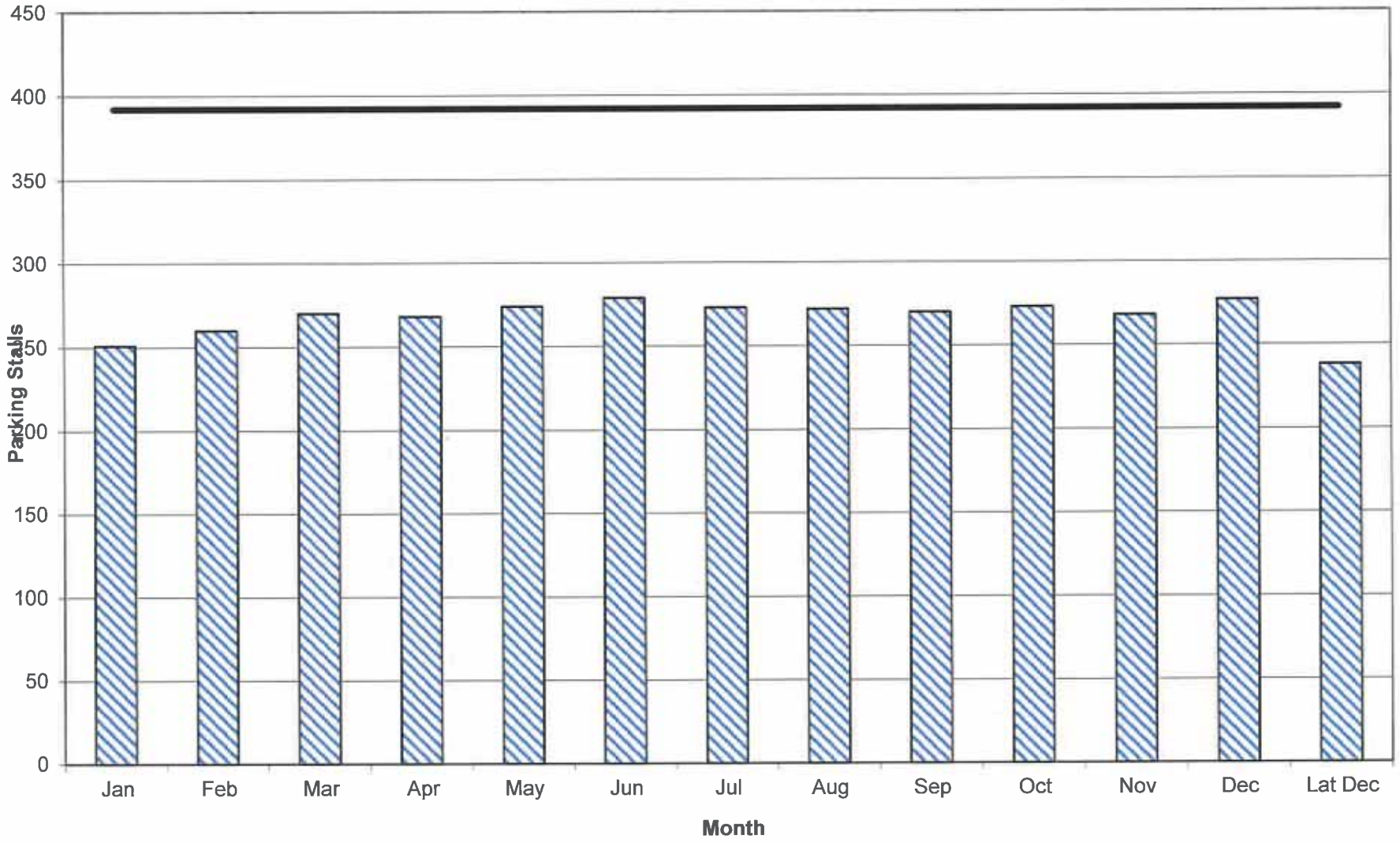
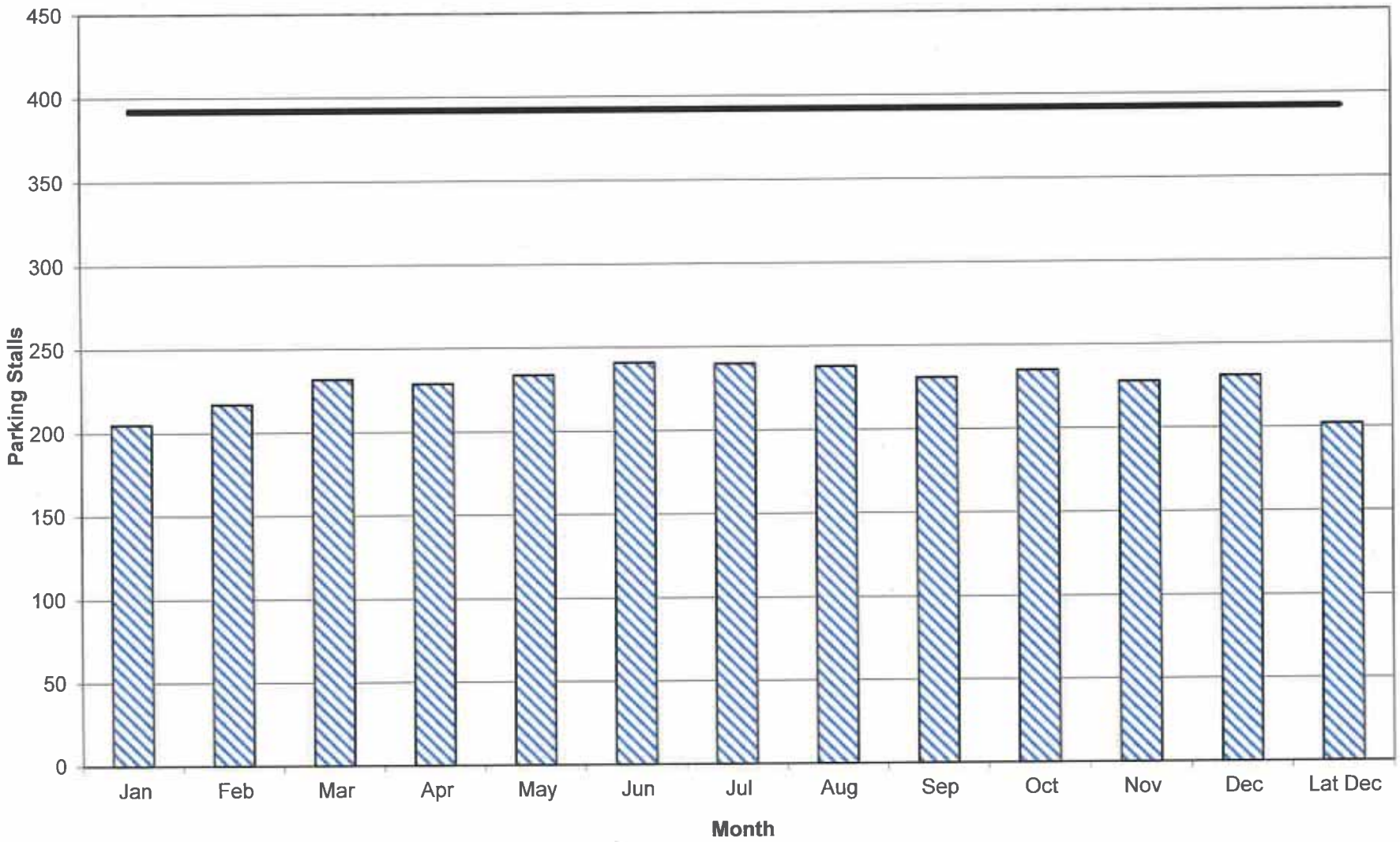


Table I

Phase 2 Pine Street Promenade Without 500 Seat Theater
Weekend Month-by-Month Estimated Parking Demand



Attachment 7

Orosz Engineering Group, Inc

OEG Ref 13-1202

May 24, 2017

Michael Hodge
Hodge Company
351 San Miguel Avenue
San Luis Obispo, CA 93405

Subject: Trip Generation and Parking Requirement Evaluation for Revised Project Description – Pine Street Promenade, Paso Robles, CA

Dear Mr. Hodge:

Orosz Engineering Group, Inc. (OEG) is providing this update to our 2014 traffic and parking analysis. The applicant has revised the project description to include a 151 room hotel, 6,300 SF of restaurant space and 4,780 SF of retail space. On-site parking totaling 173 spaces on-site are proposed in addition to 31 on-street parking is proposed to support this revised project. We have compared the project trip generation of the revised project with the original project to determine if any impacts previously identified would change. Also, a revised parking analysis was calculated to determine if the proposed parking met the City's requirements and actual demands. The following analysis presents our findings of these analyses.

Trip Generation Comparison

The revised project trip generation was determined using the same trip rates as the original project. The outdoor seating area and meeting room space are ancillary uses to the hotel, retail and restaurant uses. They do not generate additional traffic volumes, but are included for the parking required for the projects. The resulting comparison of the original project trip generation with the revised project is summarized in Table 1. The revised project would result in a reduction of approximately 10-20 percent of the original project trip generation. Based on the distribution of the project traffic, no change in project impacts would be expected with the revised project.

Table 1
Trip Generation Revised Project 2017

Land Use	Original Project	2017 Project ADT	Original Project AM Peak	2017 Project AM Peak	Original Project PM Peak	2017 Project PM Peak
Hotel	946	1347	71	101	74	106
Restaurant	472	397	4	4	39	33
Retail	563	106	47	9	34	6
Office	128	0	18	0	17	0
Total Project	2109	1850	140	114	164	145

PO Box 2934 . Prescott . AZ . 86302 . 805-680-1586 . steveoeg57@gmail.com

Parking Requirements

Similarly, the revised project parking requirements were recalculated based on the same parking rates as the original project. The results of this calculation are summarized in Table 2. As shown in Table 2, the revised project meets and exceeds the City's parking requirements. No additional parking impacts are expected with the revised project.

Table 2
Parking Requirement Revised Project 2017

Land Use	Requirement	Size	Spaces
Hotel	1 space per room	151 Rooms	151
Restaurant	1 space per 400 SF x 30%	6,300 SF	5
Retail	1 space per 400 SF	4,780 SF	12
Outdoor Seating	1 space per 400 SF	1,000 SF	3
Meeting Room	1 space per 400 SF x 30%	2,900 SF	2
Total Required			**173 Spaces**
Parking Supply			**173 Spaces On-site**
			31 Additional Spaces Off-Site
		Total Parking Supply	**204 Spaces – Meets Requirement**

Parking Demand Analysis

As the project continues to provide a mix of land uses, the Urban Land Institute (ULI) Shared Parking methodology is still applicable to the revised project. Using the same factors of the original shared parking analysis, the shared parking demand analysis is summarized in Table 3. As shown in Table 3, there is a small surplus of parking provided with the revised project. No additional parking impacts are expected with the revised project.

Table 3
Shared Parking Analysis

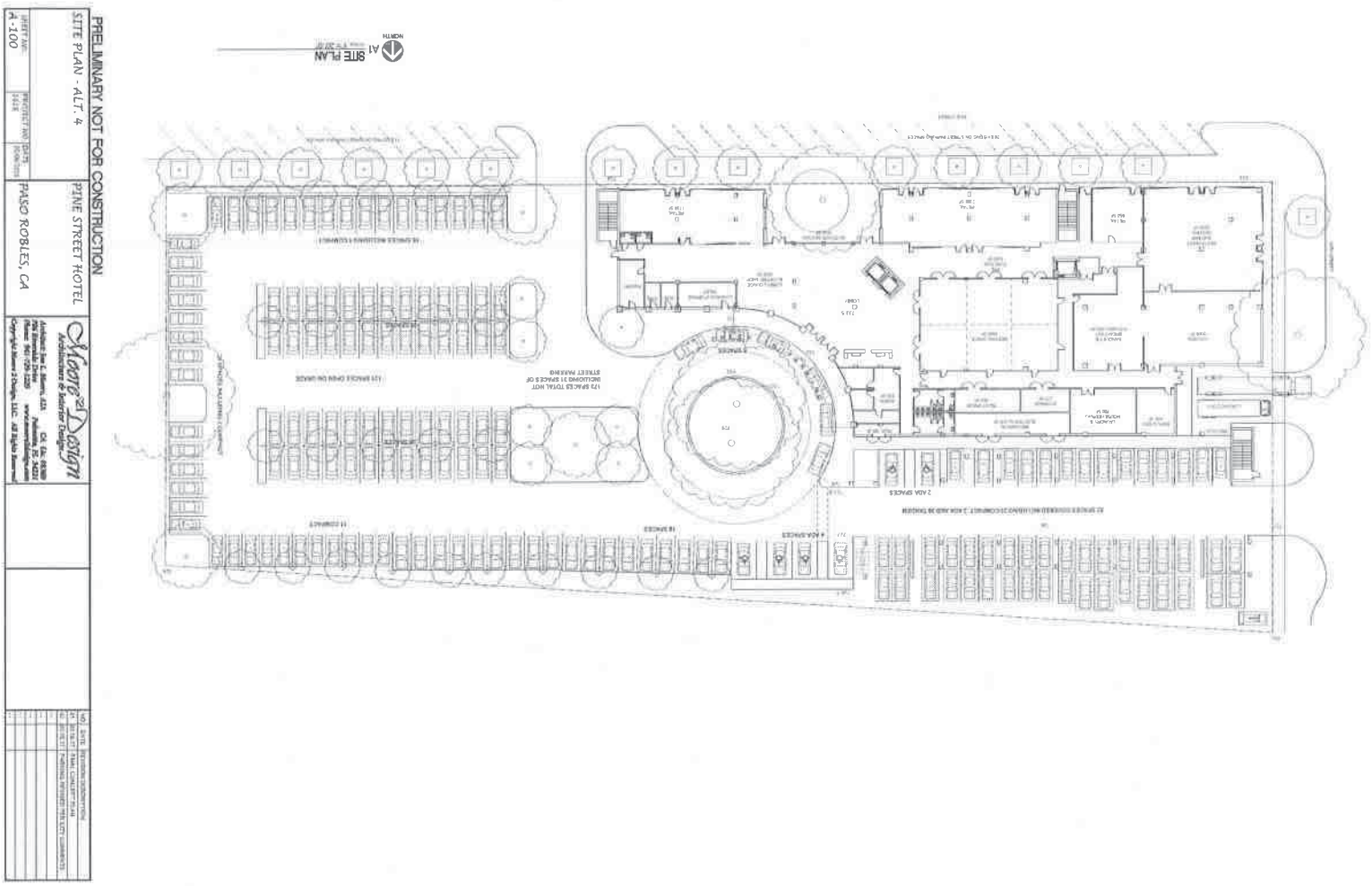
Parking Supply Tabulation			
	Supply (Spaces)	Demand (Spaces)	Available (Spaces)
Weekday	204	203	1
Weekend	204	197	7

This concludes our traffic and parking update for the Pine Street Promenade. Should you have any questions or require additional information, please feel free to contact us directly.

Sincerely,
Orosz Engineering Group, Inc.

Stephen A. Orosz, PE
Traffic Engineer

Attachment 7



Mitigation Monitoring and Reporting Plan

Project File No./Name: Pine Street Hotel – 944 Pine Street, Paso Robles CA.
Approving Resolution No.:____ by: ☒ Planning Commission ☐ City Council Date: September 6, 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
AQ-1: The following measures shall be implemented to minimize construction-generated emissions. These measures shall be shown on grading and building plans: a. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter. b. Reduce the amount of the disturbed area where possible. c. Use water trucks, APCD approved dust suppressants (see Section 4.3 in the CEQA Air Quality Handbook), or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the District's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be	Project	Qualified Air Quality Specialist			Prior to Issuance of a Grading Permit

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
used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook. 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.					

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
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. Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. If you have any questions regarding these requirements, contact the SLOAPCD Engineering & Compliance Division at (805) 781-5912. n. When applicable, portable equipment, 50 horsepower (hp) or greater, used during construction activities shall be registered with the California statewide portable equipment registration program (issued by the California Air Resources Board) or be permitted by the APCD. Such equipment may include: power screens, conveyors, internal combustion engines, crushers, portable generators, tub grinders, trammel screens, and portable plants (e.g, aggregate plant, asphalt plant, concrete plant). For more information, contact the SLOAPCD Engineering & Compliance Division at (805) 781-5912. o. 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					

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
such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.					
AQ-2: The following measures shall be implemented to reduce expose of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans: a. Implement Mitigation Measure AQ-1, as identified in "Impact AQ-C", above. b. Prior to any grading activities a geologic evaluation shall be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the SLOAPCD. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. These requirements may include but are not limited to: 1. Development of an Asbestos Dust Mitigation Plan which must be approved by the SLOAPCD before operations begin, and, 2. Development and approval of an Asbestos Health and Safety Program (required for some projects). If NOA is not present, an exemption request must be filed with the SLOAPCD. More information on NOA can be found at http://www.slocleanair.org/rules-regulations/asbestos/noa.php. c. 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:	Project	Qualified Air Quality Specialist CDD			Prior to issuance of grading permit

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
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. d. Maintain all construction equipment in proper tune according to manufacturer's specifications; e. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road); f. 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; g. 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. h. Electrify equipment when possible; i. Substitute gasoline-powered in place of diesel-powered equipment, when available; and, j. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.					
AQ-3: The following measures shall be implemented to reduce expose of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans:	Project	Qualified Air Quality Specialist CDD			Prior to issuance of grading permit

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
k. Implement Mitigation Measure AQ-1. l. 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. m. 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					

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
required, will need to be submitted to SLOAPCD ten days prior to the start of demolition n. 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: 3) 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, 4) 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. o. Maintain all construction equipment in proper tune in accordance with manufacturer's specifications; p. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road); q. 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; r. 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					

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
site to remind drivers and operators of the no idling limitation. s. Electrify equipment when possible; t. Substitute gasoline-powered in place of diesel-powered equipment, when available; and, u. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.					
AQ-4. Effective February 25, 2000, **the APCD prohibited developmental burning of vegetative material within San Luis Obispo County.** If you have any questions regarding these requirements, contact the APCD Engineering & Compliance Division at (805) 781-5912.	On-going	CDD			
AQ-5 Construction Permit Requirements Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.	Project	Qualified Air Quality Specialist/ CDD			Prior to issuance of a grading permit.

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
• Power screens, conveyors, diesel engines, and/or crushers; • Portable generators and equipment with engines that are 50 hp or greater; • Electrical generation plants or the use of standby generator; • Internal combustion engines; • Rock and pavement crushing; • Unconfined abrasive blasting operations; • Tub grinders; • Trommel screens; and, • Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc). **To minimize potential delays, prior to the start of the project, please contact the APCD Engineering & Compliance Division at (805) 781-5912 for specific information regarding permitting requirements**.					
BIO-1 Prior to the issuance of a grading permit, all tree protection measures outlined in the Arborist Report shall be complied with to the satisfaction of the Project Arborist. An acknowledgement from the Arborist will be required prior to the issuance of a permit.	Project	Planning/Eng.			Prior to issuance of a Grading Permit
BIO-2 Prior to the issuance of a grading permit, the applicant shall provide evidence that a Certified Arborist from the City's approved list has been contracted for monitoring, as outlined in the project Arborist Report.	Project	Planning/Eng.			Prior to issuance of a Grading Permit
BIO-3 Upon completion of each project phase, a letter by the Project Arborist shall be provided to the City that indicates that all tree protection measures have been complied with to his or her satisfaction.	Project	Planning/Eng.			Prior to issuance of a Grading Permit

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
BIO-4 Special construction techniques shall be designed for the foundation system of the buildings that are near the Large Valley Oak along 10th Street and the Valley Oak on Pine Street, in order to reduce the need for over excavation.	Project	Planning/Eng.			Prior to issuance of a Grading Permit
BIO-5 If pavers are going to be used around the two trees at the center of the of the driveway, they shall be installed with a geo-gridor other sutiable material that reduces the depth of the base material needed. It is recommended that minimal grading occur with the installation of pavers. Determination of the best method of paver installation will need to be evaluated in the filed with the Arborist, prior to issuance of a grading permit.	Project	Planning/Eng.			Prior to issuance of a Grading Permit
BIO-6 All grading within the CRZ of any oak shall be monitored by the project Arborist. It may be recommended that that additional measures such as irrigation and root treatment be added during project construction to lessen long term impacts to the trees.	Project	Planning/Eng.			Prior to issuance of a Grading Permit
N-1: Mitigation Measure Noise-A: 1. A mechanical ventilation system shall be installed that will provide the minimum air circulation and fresh-air supply requirements for various uses in occupied rooms without the need to open any windows, doors, or other openings to the exterior. 2. Exterior walls along the eastern façade and adjacent to the Union Pacific Railroad corridor shall be designed to achieve a minimum composite exterior sound transmission class (STC) rating of 40 dB for wall components, excluding windows and doors. A minimum 40 dB STC rating can be achieved by construction incorporating 5/8" sheathing, 7/8" stucco, and 5/8" gypsum board installed on the interior surface of exterior walls. If the exterior is stucco, the interior gypsum board should be fastened resiliently to the studs. 3. The total area of glass of both windows and exterior doors in sleeping spaces shall not exceed 20 percent of the floor area.	Project	Bldg/Planning			Prior to issuance of a Building Permit

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
4. Windows located along the eastern façade and adjacent to the Union Pacific Railroad corridor shall have a minimum laboratory sound transmission class (STC) rating of 32. 5. Vents and openings shall be minimized on the eastern facade of the building. If vents are required, they should be designed with acoustical baffles. 6. Operational vented fireplaces that vent to the eastern façade shall not be installed. 7. An acoustical analysis shall be prepared for the proposed emergency generator prior to installation. The acoustical analysis shall identify noise-reduction measures to be incorporated sufficient to achieve an exterior average-hourly noise-level of 45 dBA Leq, or less, at the property line of the nearest land use. This average-hourly noise level performance standard would equate to an average-daily noise level of approximately 51 dBA CNEL, which would ensure compliance with the City's exterior and interior noise level standards for the onsite hotel (i.e., 65 and 45 dBA CNEL, respectively). Noise-reduction measures to be incorporated may include, but are not limited to, the selection of alternative or quieter equipment, use of sound enclosures, use of exhaust silencers, and shielding building intake and exhaust vents from direct line of sight of nearby land uses. The acoustical analysis shall be submitted to the City of Paso Robles Planning Department for review and approval prior to installation of the generator.					
N-2: 1. Unless otherwise provided for in a validly issued permit or approval, noise-generating construction activities should be limited to the hours of 7:00 a.m. and 7:00 p.m. Noise-generating construction activities should not occur on Sundays or City holidays. 2. Construction equipment should be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers'	Project	Planning/Eng			Prior to issuance of a Grading Permit

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
recommendations. Equipment engine shrouds should be closed during equipment operation.					
GHG-1: The proposed project shall implement, at a minimum, the following GHG-reduction measures: a. Utilize high-efficiency lighting in parking lots and other public areas (i.e., sodium, light-emitting diode [LED]). b. Utilize built-in energy efficient appliances (i.e., Energy Star rated). c. Install energy-saving systems in guest rooms that reduce energy usage when rooms are not occupied. d. 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). e. Provide a pedestrian access network that internally links all uses and connects all existing or planned external streets, pedestrian facilities, and public transit stops contiguous with the project site f. The project site shall be designed to minimize barriers to pedestrian access and interconnectivity. 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. Comply with CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation. i. Divert, at a minimum, 65 percent of non-hazardous construction or demolition debris. j. Include the planting of native and drought tolerant trees beyond those required as mitigation for tree removal.	Project	Planning/Bldg.			Prior to issuance of a Building Permit

(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.

CITY OF EL PASO DE ROBLES
"The Pass of the Oaks"

Attachment 8

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 17-006, on this 6th day of September, 2017.

City of El Paso de Robles
Community Development Department
Planning Division

Signed: Monica C Hollenbeck
Monica Hollenbeck

Agenda Item 4

√ changed

THE TRIBUNE
Newspaper of the Central Coast

3825 South Higuera • Post Office Box 112 • San Luis Obispo, C

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

AD #3263529
CITY OF PASO ROBLES

STATE OF CALIFORNIA
ss.
County of San Luis Obispo

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen and not interested in the above entitled matter; I am now, and at all times embraced in the publication herein mentioned was, the principal clerk of the printers and publishers of THE TRIBUNE, a newspaper of general Circulation, printed and published daily at the City of San Luis Obispo in the above named county and state; that notice at which the annexed clippings is a true copy, was published in the above-named newspaper and not in any supplement thereof – on the following dates to wit; SEPTEMBER 6, 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.

Jane E. Durand

(Signature of Principal Clerk)
DATE: SEPTEMBER 6, 2017
AD COST: $366.63

CITY OF EL PASO DE ROBLES
NOTICE OF AVAILABILITY OF RECIRCULATED MITIGATED NEGATIVE DECLARATION AND NOTICE OF PUBLIC HEARING – PLANNED DEVELOPMENT 17-006 (PD 14-001 AMENDMENT) (Pine Street Hotel)

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of El Paso de Robles will consider adopting a Recirculated Mitigated Negative Declaration in accordance with the California Environmental Quality Act and appeal of the following project:

Project Title: Planned Development PD 17-006 (Pine Street Hotel)

Applicant: Debbie Lorenz – Pine Street Promenade, LLC

Project Location: Southeast corner of 10th and Pine Streets, Paso Robles, CA

Project Description: A request to amend PD 14-001, Pine Street Promenade, to replace the previous Pine Street Promenade project for the Pine Street Hotel (PD 17-006). The Pine Street Hotel projects consists of the following:

Planned Development 17-006: the development of a 105,195 square foot, 151 room, 4-story hotel that would include a 6,300 square foot restaurant/banquet room, 4,780 square foot retail, and 2,900 square foot conference space. The project is located on the 2.4-acre site on the southeast corner of 10th Street and Pine Street.

The Public Review Period for the proposed Recirculated Mitigated Negative Declaration will commence on September 6, 2017, and end on September 26, 2017. The document is being recirculated specifically to analyze the impacts related to a downsized hotel project. A revised Trip Generation and Parking Requirement Evaluation, Air Quality Study, and Noise Study are included with the Recirculated Mitigated Negative Declaration.

The public hearing before the Planning Commission, which is scheduled to take place on Tuesday, September 26, 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:

☐ The proposed project will not have a significant effect on the environment.

☒ 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 made a part of the Negative Declaration and added to the project.

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 Recirculated Mitigated Negative Declaration and/or to provide oral comment at the public hearing noted above. The appropriateness of the draft Recirculated Mitigated Negative Declaration will be reconsidered in light of the comments received.

Questions about and comments on the proposed project and draft Recirculated 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@pricty.com.

Darren Nash, Associate Planner August 31, 2017
September 4, 2017 3263529