



City of Paso Robles Planning Commission Agenda Report

From: Darcy Delgado, Assistant Planner

Subject: Planned Development (PD 17-008) Hotel Alexa
Alexa Court / APN: 009-831-021
Applicant – Vinubhai Patel

A request to establish a 4-story boutique hotel with a total of 38 guest rooms, plus a manager's unit. The hotel would total 23,765± square feet (sf) and is 50-feet tall at its highest point. The guest rooms will be located on the first three floors and the 4th floor will be used to house mechanical equipment only.

Date: March 27, 2018

Facts

1. Chas Rhoades, on behalf of Vinubhai Patel, has submitted an application for PD 17-008 a proposal to construct a 38-room boutique hotel. The hotel would total 23,765± square feet (sf) and would be 50-feet tall at its highest point. The guest rooms will be located on the first three floors and the 4th floor will be used to house mechanical equipment only. The hotel is proposed on a vacant infill parcel that is approximately 1.012-acres in area, located on Alexa Court, near the southwest corner of the U.S. 101 and State Route 46 West interchange. (See Attachment 1, Vicinity Map).
2. The General Plan land use designation is Regional Commercial (RC) and the zoning is Commercial Highway (Planned Development Overlay) (C2 PD). Hotels are a permitted land use in the C2 zone, and are consistent with the RC General Plan designation.
3. The hotel has been designed to resemble a modernized Early California style, with plaster walls, clay tile roofing, copper accents. Columns and the base of the hotel are comprised of a faux stone veneer. Redwood trellises will shade windows on the first floor and upper story windows will have fabric awnings. The 4-story hotel is designed to be no taller than 50-feet in height which complies with the height limits for the C2 zone.

Front Elevation



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4. The project would require 38 parking spaces for guest rooms and approximately 3 employee parking spaces, for a total of 41 parking spaces. The project has been designed for a total of 41 parking spaces as well as 2 additional motorcycle parking spaces. Parking spaces include a mixture of standard, compact, handicapped accessible, electric vehicle and (EV) (See Attachment 2, Site Plan).
5. The Development Review Committee (DRC) reviewed this project at their meeting on February 26, 2018. The main issue discussed at this meeting was the setback of the hotel from Highway 46 West. The project includes the creation of stepped retaining walls along the north elevation, and a continuous retaining wall along the west elevation. The applicant indicated these walls have been pulled into the property as much as possible to both lessen their height and to provide adequate landscape buffers. Additionally, the DRC requested the Planning Commission be provided with renderings of the hotel with views from both Highway 46 West and Highway 101. The architectural renderings have been included as Attachment 3.
6. An environmental initial study was prepared for this project (see Attachment 8) that concluded that project as designed, and with site specific conditions of approval, will not result in adverse significant environmental impacts.
7. A Traffic Report (dated August 25, 2017) was prepared by Associated Transportation Engineers (ATE) for this project (Attached as Item No. 4 in the Initial Study Attachment 8). The ATE study indicates that Alexa Hotel is expected to generate a total of 310 average daily trips (ADT), with 20 trips during the AM peak hour and 23 trips during the PM peak hour. Based on the analysis in the traffic study, the Traffic Report did not find that mitigation was necessary for this project. Although the project has no project-specific nor cumulative impacts, the project will be required to pay traffic mitigation fees to the City to offset its share of impacts associated with the project to mitigate its impacts to traffic and roadways.
8. 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 Negative Declaration (ND) was prepared and circulated for public review and comment (see Attachment 8, Exhibit B to Draft Resolution A). Based on the information and analysis contained in the Initial Study (and comments and responses thereto), a determination has been made that the project may be approved with a Negative Declaration.

Options

After consideration of any public testimony, the Planning Commission should consider the following options:

1. Approve the project as follows:
 - a. Approve draft Resolution A; adopting the Negative Declaration for the project; and
 - b. Approve draft Resolution B; approving Planned Development 17-008 subject to site-specific conditions of approval.
2. Approve the project with modifications to either Resolution A and / or Resolution B.
3. Refer back to staff for additional analysis.
4. Deny the project by adopting findings of denial for draft Resolution A and draft Resolution B.

Analysis and Conclusions

Project Summary

For the Planning Commission to consider a request to establish a 38-room, 4-story, 23,765± sf hotel on a vacant infill parcel that is approximately 1.012-acres in area. The project includes 38 parking spaces for guest rooms and approximately 3 employee parking spaces, for a total of 41 parking spaces. Parking spaces would consist of standard, compact, EV charger, and handicapped accessible parking stalls, in addition to 2 motorcycle spaces, and bicycle parking facilities. Accessory amenities to the hotel include a fitness room and an outdoor swimming pool.

General Plan / Zoning Consistency

The General Plan land use designation is Regional Commercial (RC) and the zoning is Commercial Highway (Planned Development Overlay) (C2 PD). Hotels are a permitted land use in the C2 PD zone, and are consistent with the RC General Plan designation.

Neighborhood Compatibility

As mentioned above, the hotel use in this area of the City would be consistent with the zoning and General Plan designations. The hotel is proposed on a vacant infill parcel that is surrounded by three existing hotels, including Hampton Inn, La Bellasera Hotel and Suites, and the River Lodge Motel, therefore, the new hotel would be appropriate at this location.

Additionally, a Traffic Report (dated August 25, 2017) was prepared by Associated Transportation Engineers (See Attachment 4) to analyze traffic conditions resulting from the project. The study indicates that Alexa Hotel is expected to generate a total of 310 average daily trips (ADT), with 20 trips during the AM peak hour and 23 trips during the PM peak hour. Based on the analysis in the traffic study, the Report did not find that mitigation was necessary for this project. Although the project has no project-specific nor cumulative impacts, the project will be required to pay traffic mitigation fees to the City to offset its share of impacts associated with the project to mitigate its impacts to traffic and roadways.

Architecture and Appearance

The hotel has been designed to resemble a modernized Early California style, with plaster walls, clay tile roofing, copper accents. Columns and the base of the hotel are comprised of a faux stone veneer. Redwood trellises will shade windows on the first floor and upper story windows will have fabric awnings. The Development Review Committee (DRC) reviewed this project at their meeting on February 26, 2018 and indicated the hotel's architecture and proposed colors and materials are architecturally compatible with the adjacent hotels.

Public Comments Received

The tribal representative for the Northern Chumash Tribal Council (NCTC), Mr. Fred Collins, commented on the proposed Negative Declaration (ND) on March 12, 2018, with regard to historical resource records that have been documented within ¼ mile of the project site. Staff was able to address Mr. Collins request and has not received any additional comments from the NCTC regarding the ND. As discussed in the ND, although no significant potential archaeological or cultural resources were identified which would be impacted by development of the plan area, a condition of approval has been added to the project that would require that a qualified Archeologist be on site if cultural resources are found.

Caltrans has commented on the ND concerning the Traffic Study, specifically with regard to the study's methodology and concerns that the project has higher traffic volumes than were calculated in the study. The comments have been provided to the traffic consultant (ATE) and will be addressed at the Planning Commission meeting.

Options

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Option 1. Option 1 takes into account that approval of the request to construct a 38-room, 4-story, 23,765± sf hotel on a vacant infill parcel, would be consistent with the City's land use and zoning at this location.

Option 2. Option 2 takes into account the potential for the Planning Commission to make changes to the conditions of approval for compatibility with surrounding uses.

Option 3. The Commission may wish to make suggestions to the site plan or architecture, and continue the public hearing to provide staff and the applicant time to address issues raised.

Option 4. If the Planning Commission decides to deny approval of the project, the Commission must make specific findings as to how the project is not consistent with City policies and/or standards.

Fiscal Impact

The City of Paso Robles anticipates a net financial benefit to result from this hotel project through payment of Transient Occupancy Taxes (TOT) to the City's General Fund.

Recommendation

Option 1 - Approval of the project as follows:

- a. Approve draft Resolution A; certifying the Negative Declaration for the project; and
- b. Approve draft Resolution B; approving Planned Development 17-008 subject to site-specific conditions of approval.

Attachments

1. Vicinity Map
2. Site Plan
3. Architectural Renderings
4. Draft Resolution A, to approve ND
5. Draft Resolution B, to approve PD 17-008
6. Mail Affidavit
7. News Affidavit
8. Initial Study / Negative Declaration

Attachment 1

Vicinity Map



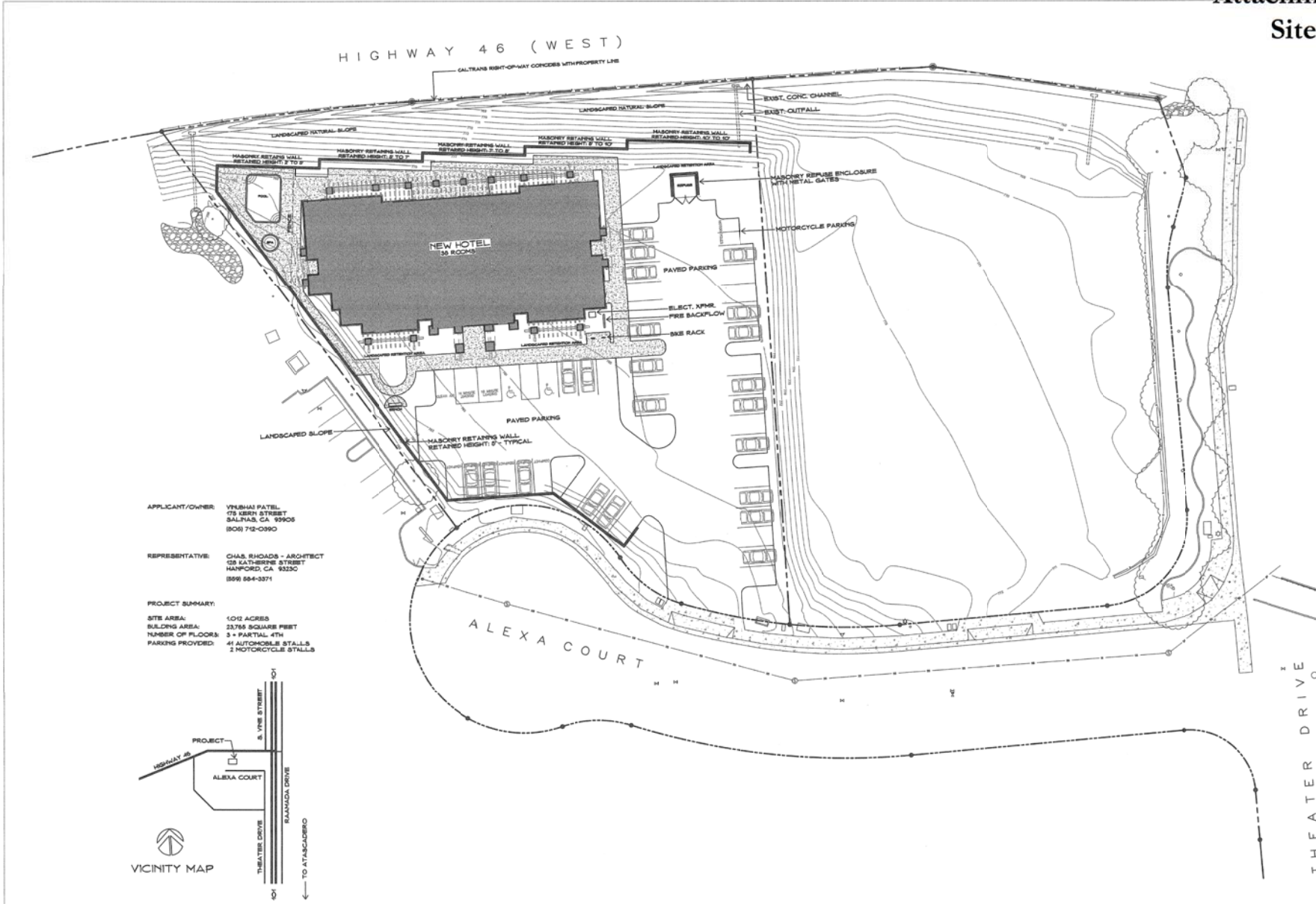
Project Site
Alexa Court

Attachment 2 Site Plan



Chas Rhoads
Architecture
Interiors
Landscape

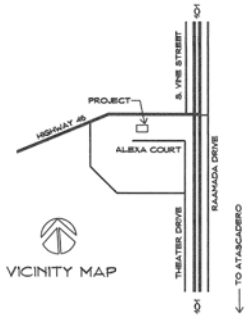
128 Katherine Street - Hanford - California - 93230
Phone: 559 - 584 - 3371
Postal Box 221 - Arroyo Bay - California - 93943
Phone: 805 - 234 - 6220
Email: chasrhoads@bhglobal.net



APPLICANT/OWNER: VINUBHAI PATEL
178 180th STREET
SALINAS, CA 93905
(805) 712-0390

REPRESENTATIVE: CHAS RHODS - ARCHITECT
128 KATHERINE STREET
HANFORD, CA 93230
(559) 584-3371

PROJECT SUMMARY:
SITE AREA: 1.012 ACRES
BUILDING AREA: 23,766 SQUARE FEET
NUMBER OF FLOORS: 3 + PARTIAL 4TH
PARKING PROVIDED: 41 AUTOMOBILE STALLS
2 MOTORCYCLE STALLS



Professional Seal:

Consultant:

Review Date:
**Preliminary Only
Not For Construction**
Revision Summary:

Project:
**New Hotel For
Vinubhai & Shantaben Patel
Alexa Court
Paso Robles, California**
Sheet Description:
Site Development Plan

Date:	07/17/18
Project:	16-100
Scale:	1" = 20'
Sheet No.:	SD1

Of 1 Sheet

Site Development Plan



Scale: 1" = 20'

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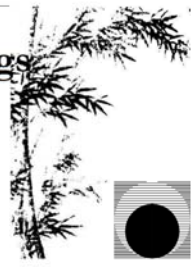
Attachment 3 Architectural Renderings



VIEW FROM STATE ROUTE 46 - WESTBOUND



VIEW FROM STATE ROUTE 46 - EASTBOUND



Chas Rhoads
Architecture
Interiors
Landscape

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Professional Seal:

Consultant:

Drawing Status:
**Preliminary Only
Not For Construction**

Revision Summary:

Project:
**New Hotel For
Vinubhai & Shantaben Patel
Alexa Court
Paso Robles, California**

Sheet Description:
Contextual Renderings

Date: 01/18/18
Project: 16-100
Scale: None
Sheet No.: **R1**

OF 2 Sheets

Attachment 3 Architectural Renderings



VIEW FROM HIGHWAY 101 - SOUTHBOUND



VIEW FROM HIGHWAY 101 - NORTHBOUND



Chas Rhoads
Architecture
Interiors
Landscape

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Professional Seal:

Consultant:

Drawing Status:
**Preliminary Only
Not For Construction**

Revision Summary:

Project:
**New Hotel For
Vinubhai & Shantaben Patel
Alexa Court
Paso Robles, California**

Sheet Description:
Contextual Renderings

Date: 01/11/18
Project: 16-100
Scale: None
Sheet No.: **R2**

RESOLUTION PC 18-xxx

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF EL PASO DE ROBLES
APPROVING A NEGATIVE DECLARATION FOR
PLANNED DEVELOPMENT (PD 17-008)
(ALEXA HOTEL)
APN: 009-831-021

WHEREAS, Planned Development (PD 17-008), has been filed by Vinubhai Patel, requesting to construct a 38-room, 4-story, 23,765± sf boutique hotel on a vacant infill parcel that is approximately 1.012-acres in area, located on Alexa Court, APN 009-831-021; and

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

- **General Plan Commercial Service land use designation** – The project would provide development of a hotel which is consistent with the Regional Commercial (RC) land use designation; and
- **Zoning District of Commercial Highway (Planned Development Overlay)** – The project is a “permitted” use in the C2 PD district; 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 Negative Declaration (ND) was prepared and circulated for a 30-day public review period beginning on February 26, 2018 through March 27, 2018. Public comments were received on the ND prior to the Planning Commission meeting and addressed during the hearing. A copy of the Initial Study is included in Exhibit B (Attachment 8 of the project staff report) of this Resolution, and it is on file at the Paso Robles Community Development Department; and

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

WHEREAS, a duly noticed public hearing was conducted by the Planning Commission on March 27, 2018 to consider the Initial Study and the Draft ND prepared for the proposed project, and to accept public testimony on the Planned Development and environmental determination; 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 no substantial evidence that there would be a significant impact on the environment, if the application was approved with conditions as described in that initial study and contained in the resolution approving PD 17-008; and

NOW, THEREFORE, BE IT RESOLVED, the Planning Commission of the City of El Paso de Robles, based on its independent judgment and analysis, has adopted the Negative Declaration (Exhibit A) for the Hotel Alexa project (PD 17-008), in accordance with the Statutes and Guidelines of the California Environmental Quality Act (CEQA) and the City’s Procedures for Implementing CEQA.

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PASSED AND ADOPTED THIS 27th day of March, 2018 by the following Roll Call Vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Doug Barth, Chairperson

ATTEST:

Warren Frace, Secretary of the Planning Commission

Exhibits:

- A. Negative Declaration
- B. Initial Study (refer to Attachment 8 of the Planning Commission staff report)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature: Dany Delgado Date: 2/23/10

Attachment 5

Draft Resolution B

RESOLUTION PC 18-xxx

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF EL PASO DE ROBLES APPROVING
PLANNED DEVELOPMENT (PD 17-008)
(ALEXA HOTEL)
APN: 009-831-021**

WHEREAS, an application for Planned Development (PD 17-008) has been filed by Vinubhai Patel for a 38-room, 4-story, 23,765± sf boutique hotel; and

WHEREAS, the project is located on a vacant infill parcel that is approximately 1.012-acres in area, located on Alexa Court, APN 009-831-021; and

WHEREAS, the General Plan land use designation is Regional Commercial (RC) and the zoning is Commercial Highway (Planned Development Overlay) (C2 PD); and

WHEREAS, Hotels are a permitted land use in the C2 PD zone, and are consistent with the RC General Plan designation; and

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

WHEREAS, based on the information and analysis contained in the Initial Study, staff determined that the proposed project as designed, and approved with conditions as described in that Initial Study and contained in Exhibit A to this resolution, will not result in adverse significant environmental impacts; and

WHEREAS, a Negative Declaration was prepared and circulated for public review and comment in full compliance with CEQA; and

WHEREAS, a duly noticed public hearing was conducted by the Planning Commission on March 27, 2018, to consider the facts as presented in the staff report prepared for this project, and to accept public testimony regarding this Planned Development request; and

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF EL PASO DE ROBLES DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. All of 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, public testimony received and subject to the conditions listed below, the Planning Commission makes the following findings:

1. The project is consistent with the goals and policies established by the General Plan and Zoning Ordinance, since the project would provide for areas for commercial service and highway oriented uses, such as hotels; and

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2. The proposed development plan 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, as a result of enhanced architectural design; and
3. The proposed development plan 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; based on the mixture of quality materials and landscaping; and
4. The proposed development plan 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; and
5. The proposed development plan is compatible with existing scenic and environmental resources such as hillsides, oak trees, vistas, etc.; and
6. The proposed development plan contributes to the orderly development of the city as a whole by providing a well-designed project that is suitable for the location where it is proposed and surrounding commercial land uses; and

Section 3 - Environmental Determination: Pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), and the City's Procedures for Implementing CEQA, an Initial Study was prepared for the project. Based on the information and analysis contained in the Initial Study, staff determined that the proposed project as designed, and approved with conditions as described in that Initial Study and contained in Exhibit X to the Planned Development resolution, will not result in adverse significant environmental impacts, and a Negative Declaration was prepared and circulated for public review and comment in full compliance with CEQA

Section 4 - Approval: Planned Development 17-008 is approved subject to the following:

<u>EXHIBIT</u>	<u>DESCRIPTION</u>
A	Site Specific Conditions of Approval
B	Standard Conditions of Approval
C	Site Plan
D	Floor Plans
E	Elevations
F	Colors / Materials
G	Landscaping Plan

PASSED AND ADOPTED THIS 27th day of March 2018, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

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DOUG BARTH, CHAIRPERSON

ATTEST:

WARREN FRACE, PLANNING COMMISSION SECRETARY

Exhibit A

Site Specific Conditions of Approval – PD 17-008

Planning Division Conditions:

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

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:

<u>EXHIBIT</u>	<u>DESCRIPTION</u>
B	Standard Conditions of Approval
C	Site Plan
D	Floor Plans
E	Elevations
F	Colors / Materials
G	Landscaping Plan

2. Approval of this project is valid for a period of two (2) years from date of approval. Unless construction permits have been issued and site work has begun, the approval of Planned Development 17-008 shall expire on March 27, 2020. The Planning Commission may extend this expiration date if a Time Extension application has been filed with the City along with the fees before the expiration date.
3. All new lighting shall be shielded and directed downward in such a manner as to not create off-site glare or adversely impact adjacent properties.
4. Use and operation of the project and its appurtenances shall be conducted in compliance with the City's General Performance Standards for all uses (Section 21.21.040 of Chapter 21.21 Performance Standards of the City's Zoning Ordinance).
5. Any condition imposed by the Planning Commission in approving this Development Plan 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 granting of the original permit. 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 under the Development Plan.
6. In the event that buried or otherwise unknown cultural resources are discovered during construction work in the area of the find, work shall be suspended and the City of Paso Robles should be contacted immediately, and appropriate mitigations measures shall be developed by qualified archeologist or historian if necessary, at the developers expense. If the coroner determines the remains are Native American, the Native American Heritage Commission (NAHC) will be contacted and the remains will be left in situ and protected until a decision is made on their final disposition.

Air Quality Conditions:

7. The following measures are recommended to minimize nuisance impacts associated with construction-generated fugitive dust emission:
 - a. Reduce the amount of the disturbed area where possible;
 - b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD'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;
 - c. All dirt stock pile areas should be sprayed daily and covered with tarps or other dust barriers as needed;
 - d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities;
 - e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
 - f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
 - g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
 - h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
 - i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
 - j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
 - k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;

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- l. All PM₁₀ mitigation measures required should be shown on grading and building plans; and,
 - m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.
18. 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>.
 19. Maintain all construction equipment in proper tune according to manufacturer's specifications;
 20. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
 21. 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;
 22. 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.
 23. Electrify equipment when possible;
 24. Substitute gasoline-powered in place of diesel-powered equipment, when available; and,
 25. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

Engineering Division Conditions:

1. Prior to grading permit issuance, the applicant shall submit a final stormwater control plan for the project.
2. After project completion, the applicant shall submit stormwater reports to the City detailing activities conducted in the previous reporting period. This report must comply with the City's Post Construction Standards and shall be for the life of the project.

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3. Details for screening the double check valve assembly on the fire line must be provided with the grading permit.
4. The applicant is required to replace any damaged curb, gutter, or sidewalk along the project frontage to the City Engineer's satisfaction. In addition, the applicant shall verify compliance of the frontage sidewalk and drive approach to determine if it is in compliance with current accessibility standards. Sidewalk or drive approach that is out of compliance with current accessible standards must be reconstructed to the City Engineer's satisfaction.

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: March 27, 2018 _____

Applicant: Vinubhai Patel _____ Location: Alexa Court _____

APN: 009-831-021 _____

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 March 27, 2020 unless a time extension request is filed with the Community Development Department, or a State mandated automatic time extension is applied prior to expiration.
- 2. The site shall be developed and maintained in accordance with the approved plans and unless specifically provided for through the Planned Development process shall not waive compliance with any sections of the Zoning Code, all other applicable City Ordinances, and applicable Specific Plans.
- 3. To the extent allowable by law, Owner agrees to hold City harmless from costs and expenses, including attorney’s fees, incurred by City or held to be the liability of City in connection with City’s defense of its actions in any proceeding brought in any State or Federal court challenging the City’s actions with respect to the project. Owner understands and acknowledges that City is under no obligation to defend any legal actions challenging the City’s actions with respect to the project.

(Adopted by Planning Commission Resolution _____)

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

(Adopted by Planning Commission Resolution _____)

Agenda Item 2

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 _____)

Agenda Item 2

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: grading plan

B. GENERAL CONDITIONS – TRACT/PARCEL MAP:

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

(Adopted by Planning Commission Resolution _____)

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

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

C. PRIOR TO ANY PLAN CHECK:

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

D. PRIOR TO ISSUANCE OF A GRADING PERMIT:

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

E. PRIOR TO ISSUANCE OF A BUILDING PERMIT:

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

(Adopted by Planning Commission Resolution _____)

Agenda Item 2

Standards and Specifications.

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

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

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

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

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

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

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

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

(Adopted by Planning Commission Resolution _____)

Agenda Item 2

shoulder adequate to provide for two-way traffic.

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

(Adopted by Planning Commission Resolution _____)

Agenda Item 2

- 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.
 - Truck access road shall be at least twenty six (26) feet in width with at least thirteen (13) feet, six (6) inches of vertical clearance. Minimum setback fifteen (15) feet, maximum of thirty (30) feet.
 - Dead-End: Project shall provide secondary access of approved fire access road(s).
- 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

(Adopted by Planning Commission Resolution _____)

Agenda Item 2

Code.

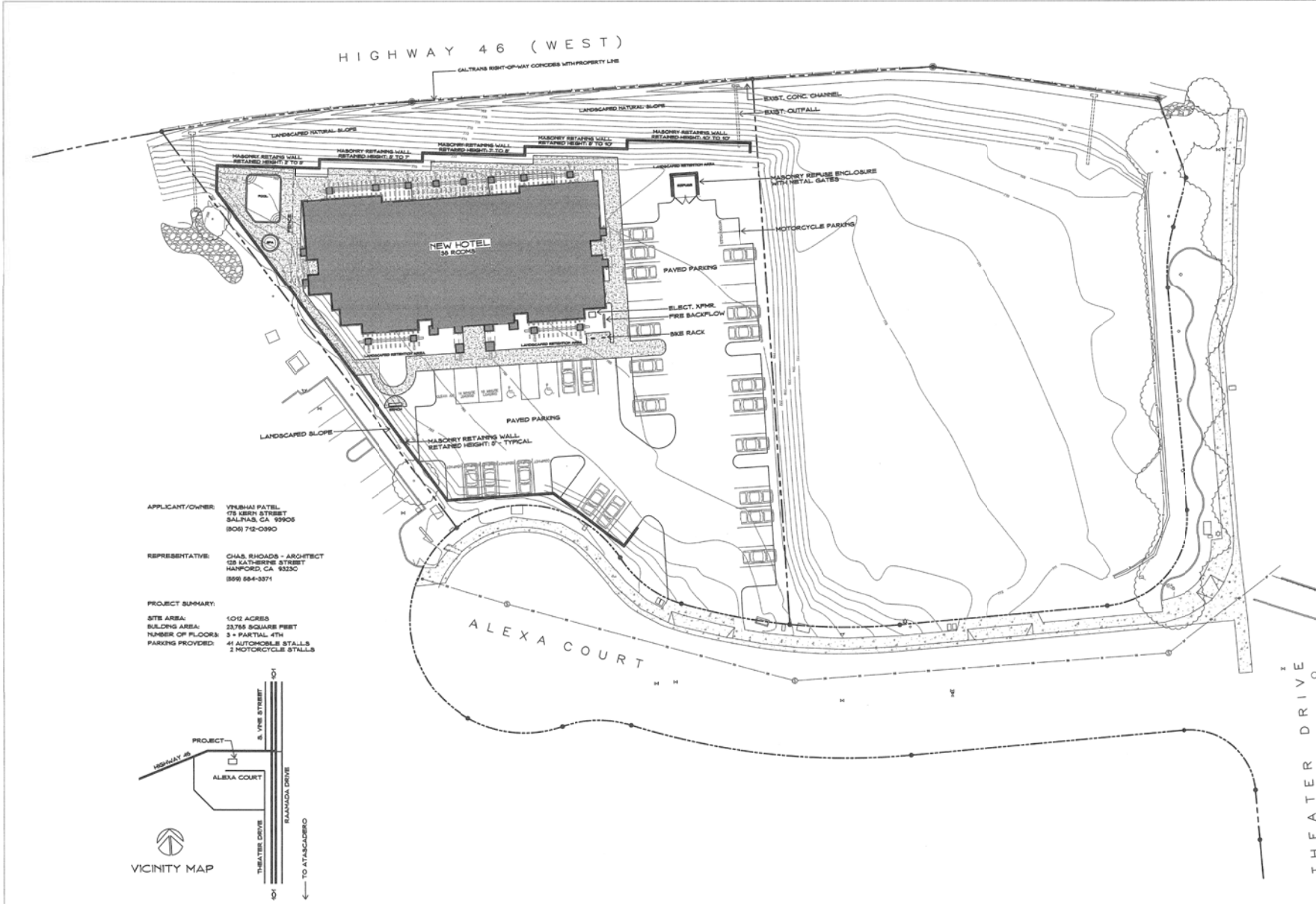
4. If required by the Fire Chief, provide on the address side of the building if applicable:
 - Fire alarm annunciator panel in weatherproof case.
 - Knox box key entry box or system.
 - Fire department connection to fire sprinkler system.
5. Provide temporary turn-around to current City Engineering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

(Adopted by Planning Commission Resolution _____)



Chas Rhoads
Architecture
Interiors
Landscape

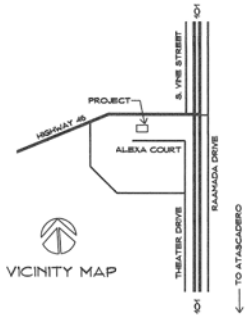
128 Katherine Street - Hanford - California - 93230
Phone: 559 - 584 - 3371
Postal Box 221 - Arroyo Bay - California - 93943
Phone: 805 - 234 - 6220
Email: chasrhoads@hrcglobal.net



APPLICANT/OWNER: VINUBHAI PATEL
178 180th STREET
SALINAS, CA 93905
(805) 742-0390

REPRESENTATIVE: CHAS RHODS - ARCHITECT
100 KATHERINE STREET
HANFORD, CA 93230
(559) 584-3371

PROJECT SUMMARY:
SITE AREA: 1.012 ACRES
BUILDING AREA: 23,766 SQUARE FEET
NUMBER OF FLOORS: 3 + PARTIAL 4TH
PARKING PROVIDED: 41 AUTOMOBILE STALLS
2 MOTORCYCLE STALLS



Professional Seal:

Consultant:

Review Date:

**Preliminary Only
Not For Construction**

Revision Summary:

Project:
**New Hotel For
Vinubhai & Shantaben Patel
Alexa Court
Paso Robles, California**

Sheet Description:
Site Development Plan

Date:	07/17/18
Project:	18-100
Scale:	1" = 20'
Sheet No.:	SD1

Of 1 Sheet

Site Development Plan



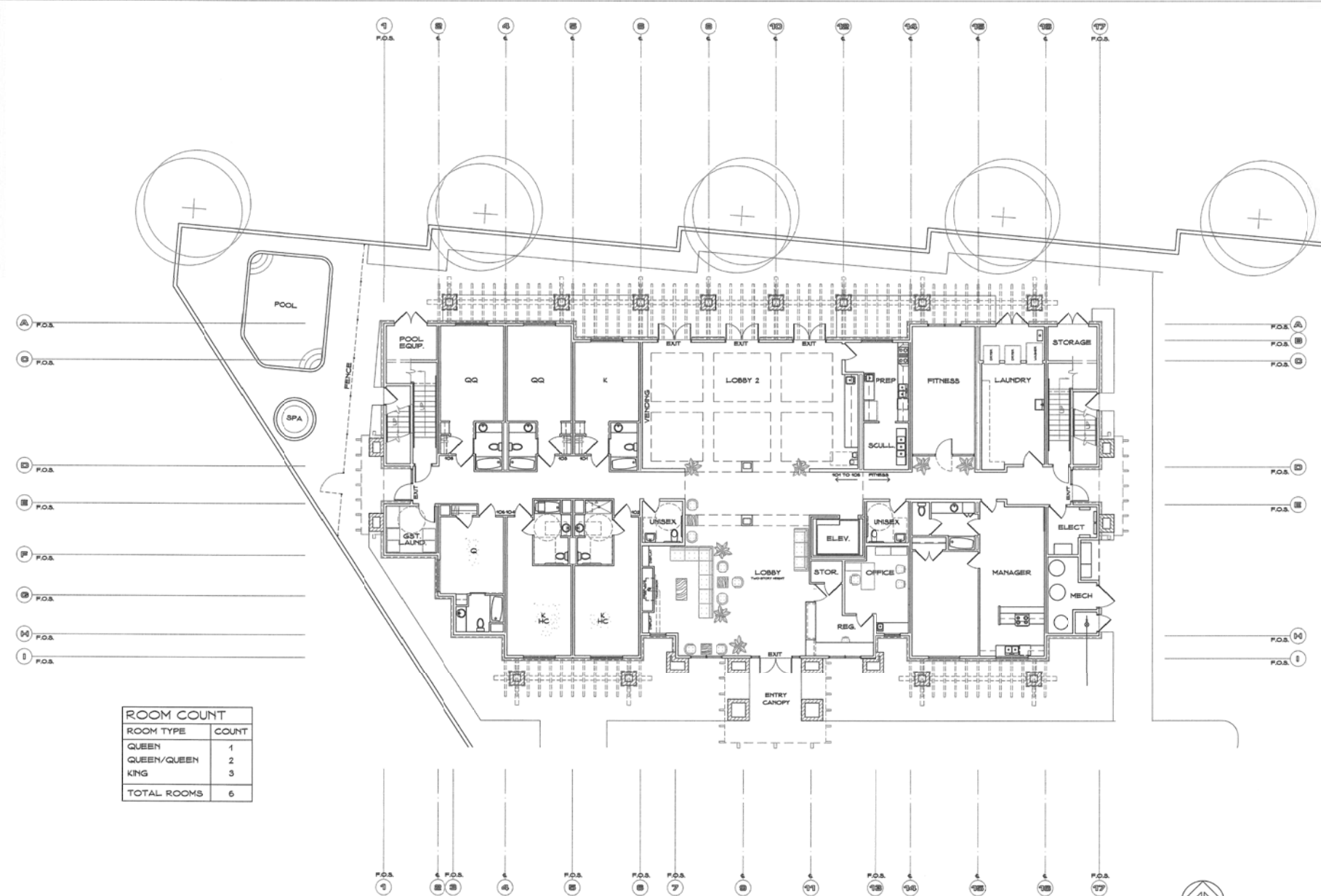
Scale: 1" = 20'

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ROOM COUNT	
ROOM TYPE	COUNT
QUEEN	1
QUEEN/QUEEN	2
KING	3
TOTAL ROOMS	6

1st Floor Plan

FLOOR AREA: 7,810 SQUARE FEET THIS FLOOR - 23,765 SQUARE FEET TOTAL



SCALE: 1/8" = 1'-0"

Professional Seal

Consultant

Drawing Title:
**Preliminary Only
Not For Construction**

Revision Summary

Project:
**New Hotel For
Vinubhai & Shantaben Patel
Alexa Court
Paso Robles, California**

Sheet Description:
1st Floor Plan

Date:	02/17/18
Project:	18-100
Scale:	1/8" = 1'
Sheet No.:	A1



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Professional Seal:

F.O.S. (A)

F.O.S. (B)

F.O.S. (C)

Consultant:

F.O.S. (D)

F.O.S. (E)

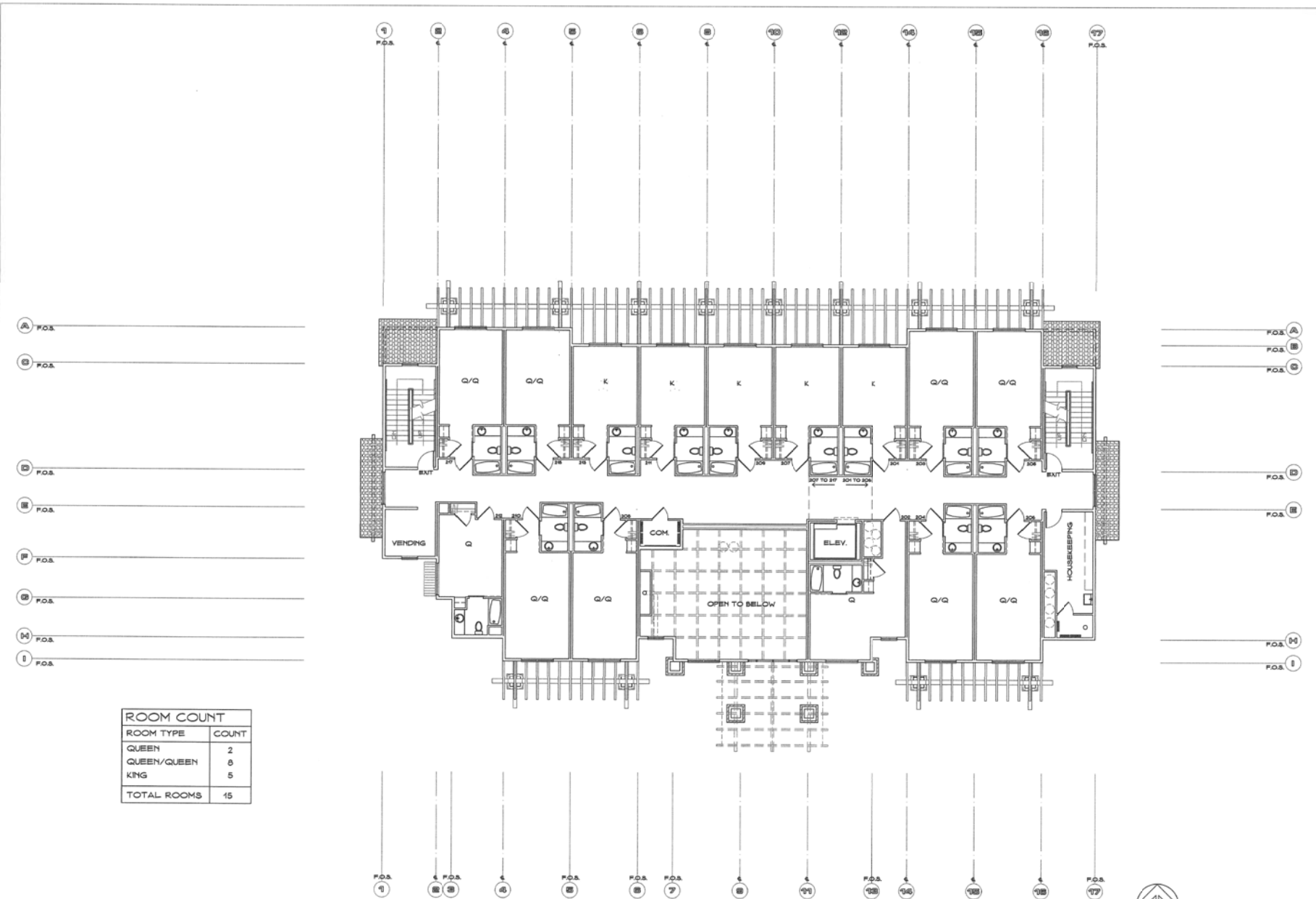
Working Title:
**Preliminary Only
Not For Construction**

Revision Summary:

Project:
**New Hotel For
Vinubhai & Shantaben Patel
Alexa Court
Paso Robles, California**
Sheet Description:
2nd Floor Plan

Date: 05/17/18
Project: 18-000
Scale: 1/8" = 1'
Sheet No.: **A2**

By: C. Rhoads



ROOM COUNT	
ROOM TYPE	COUNT
QUEEN	2
QUEEN/QUEEN	8
KING	5
TOTAL ROOMS	15

2nd Floor Plan

FLOOR AREA: 6,890 SQUARE FEET THIS FLOOR - 23,768 SQUARE FEET TOTAL

SCALE: 1/8" = 1'-0"

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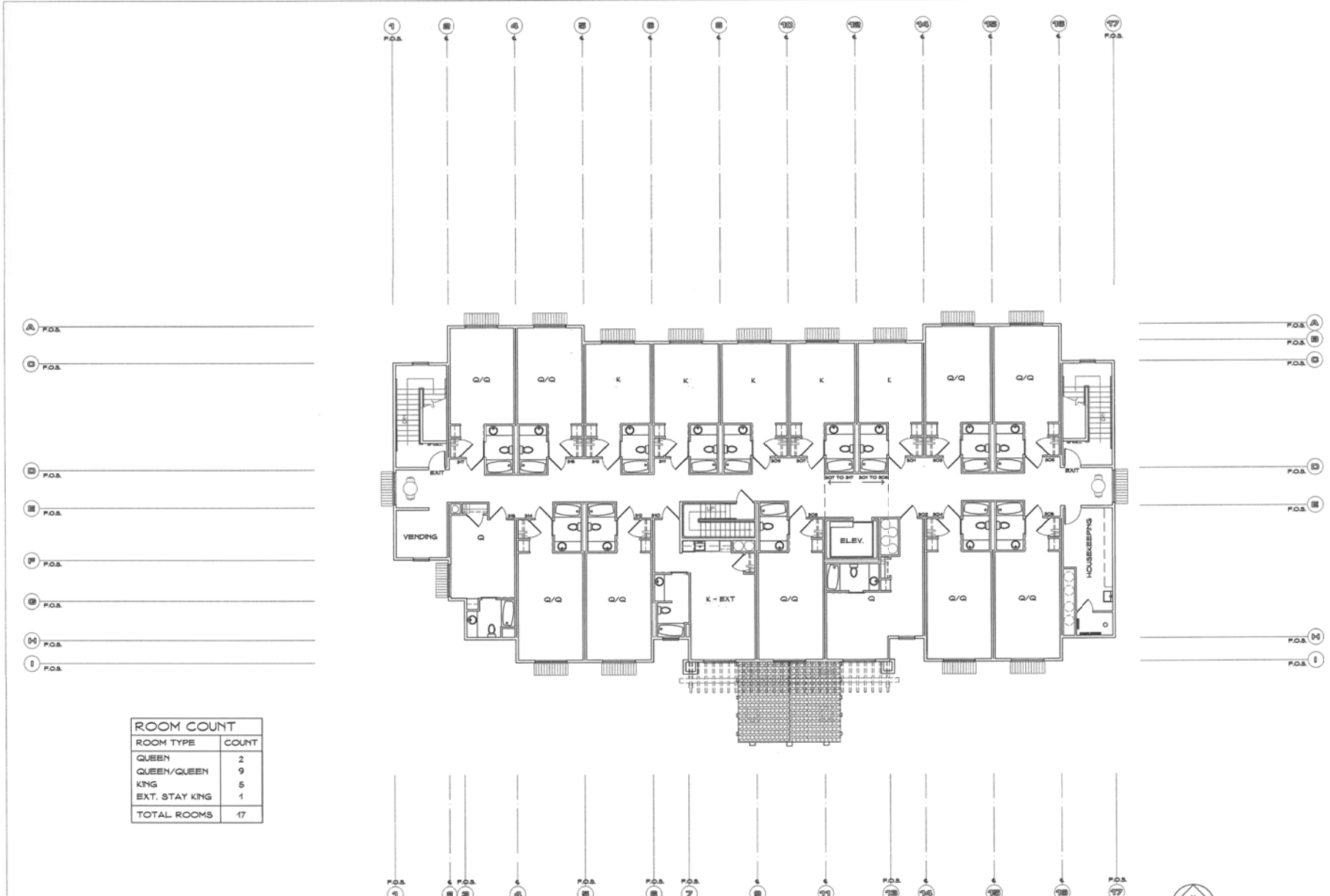
Professional Seal:

Consultant:

Drawing Title:
**Preliminary Only
Not For Construction**
Revision Summary:

Project:
**New Hotel For
Vinubhai & Shantaben Patel
Alexa Court
Paso Robles, California**
Scale Description:
3rd Floor Plan

Date: 02/10/18
Project: 16-000
Scale: 1/8" = 1'
Sheet No.: **A3**



ROOM COUNT	
ROOM TYPE	COUNT
QUEEN	2
QUEEN/QUEEN	9
KING	5
EXT. STAY KING	1
TOTAL ROOMS	17

3rd Floor Plan

FLOOR AREA: 7,730 SQUARE FEET THIS FLOOR - 23,765 SQUARE FEET TOTAL.

SCALE: 1/8" = 1'-0"



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Phone: 805 - 234 - 6220
Email: chasrhoads@chsrhoads.net

Professional Seal

Consultant

Drawing Title

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Revision Summary:

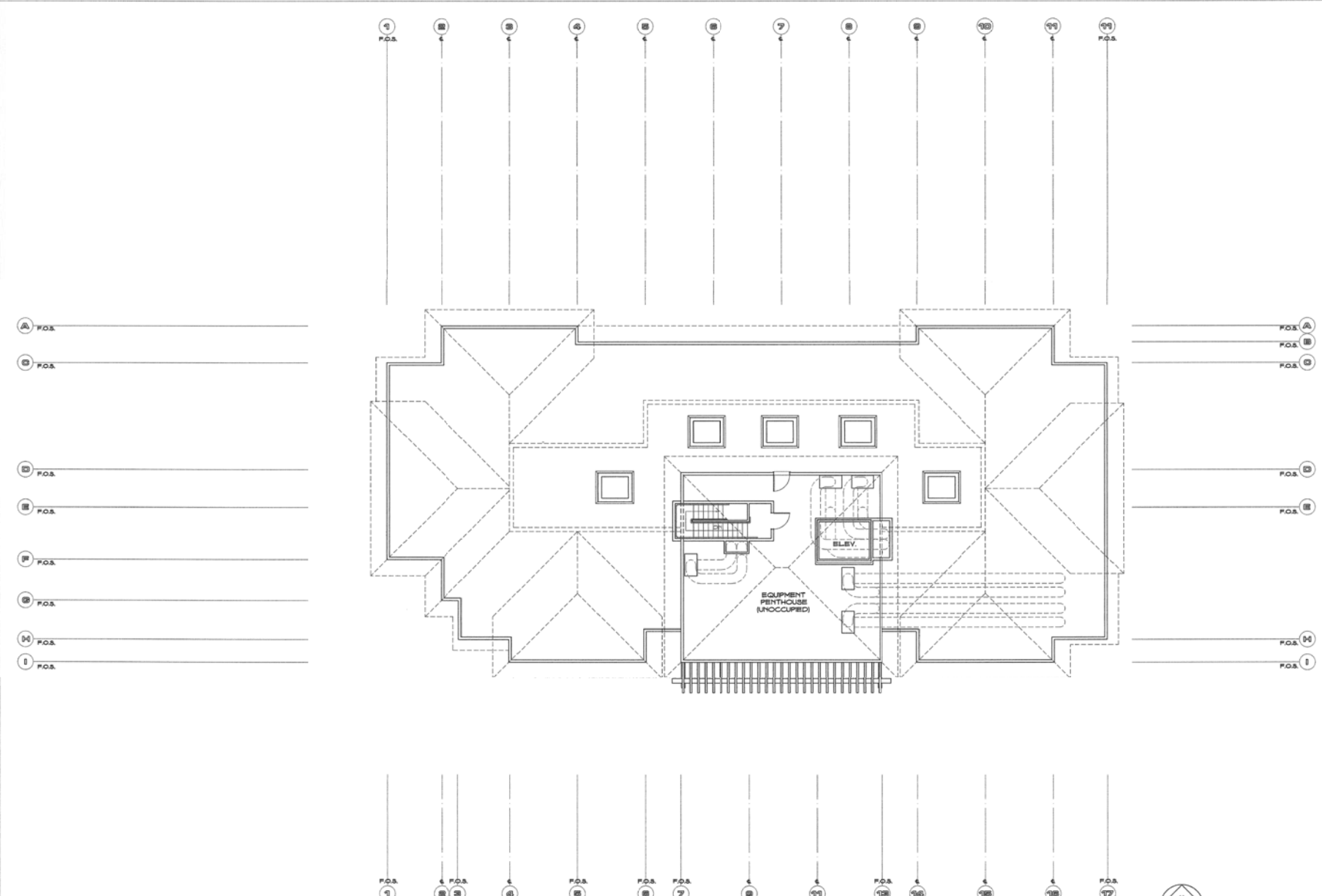
Project:

**New Hotel For
Vinubhai & Shantaben Patel
Alexa Court
Paso Robles, California**

Sheet Description:

4th Floor Plan

Date:	02/11/18
Page:	14-00
Scale:	1/8" = 1'
Sheet No.:	A4



4th Floor Plan

FLOOR AREA: 1,335 SQUARE FEET THIS FLOOR - 23,765 SQUARE FEET TOTAL



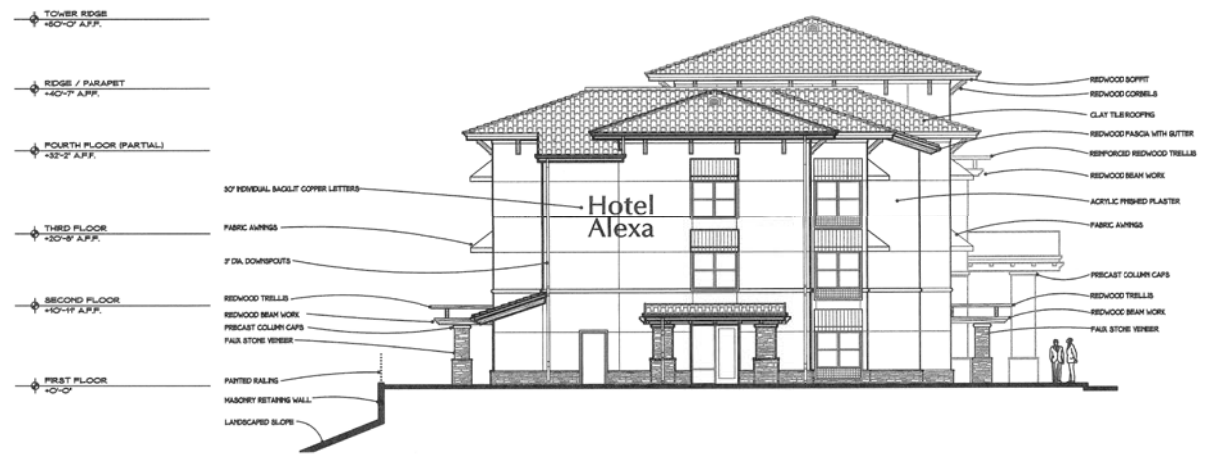
SCALE: 1/8" = 1'-0"

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South Elevation (Front - View from Alexa Court)

SCALE: 1/4" = 1'-0"



West Elevation (Side - View From Highway 46 Eastbound)

SCALE: 1/4" = 1'-0"



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Professional Seal:

Consultant:

Drawing Title:
**Preliminary Only
Not For Construction**

Revision Summary:

Project:
**New Hotel For
Vinubhai & Shantaben Patel
Alexa Court
Paso Robles, California**

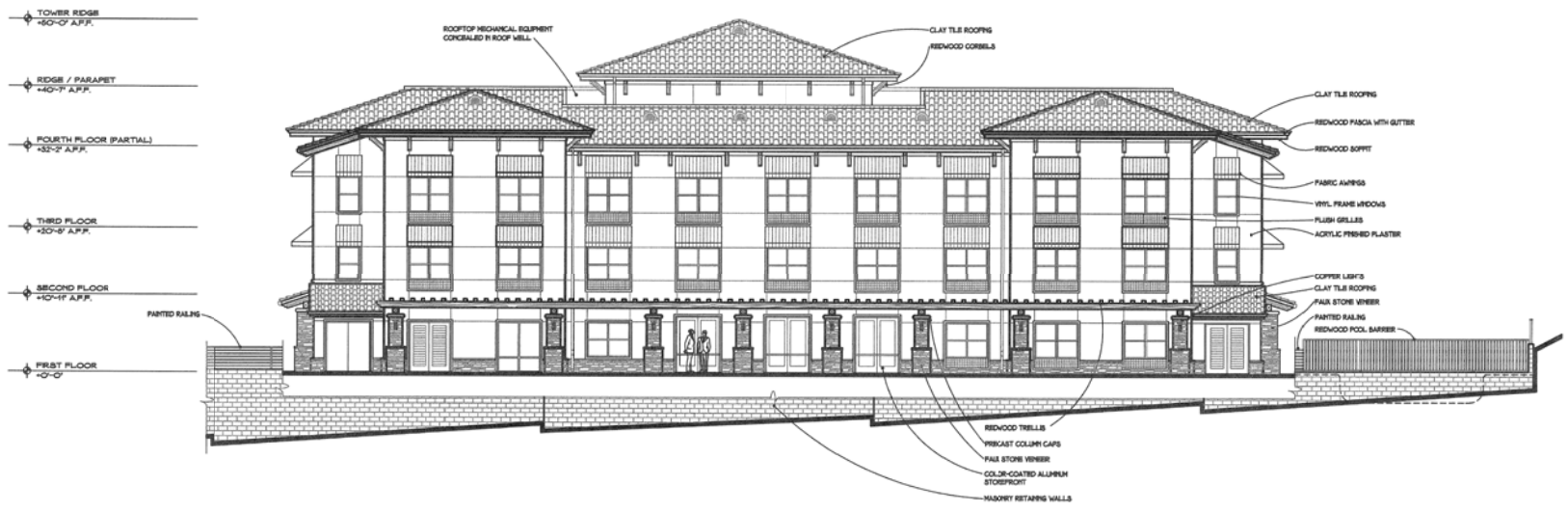
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Exterior Elevations

Date: 02/10/18
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Sheet No.: **A5**



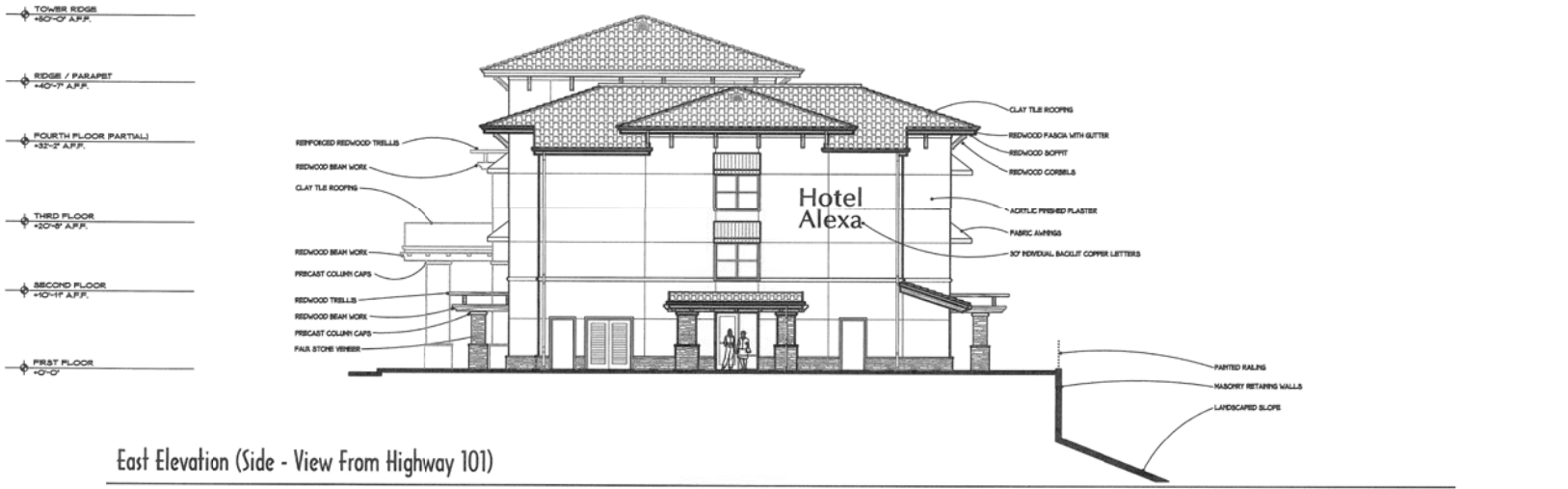
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Email: chasrhoads@chsrhoad.net



North Elevation (Rear - View From Highway 46)

Scale: 1/8" = 1'



East Elevation (Side - View From Highway 101)

Scale: 1/8" = 1'

Professional Seal

Consultant

Drawing Title:
**Preliminary Only
Not For Construction**

Revision Summary

Project:
**New Hotel For
Vinubhai & Shantaben Patel
Alexa Court
Paso Robles, California**

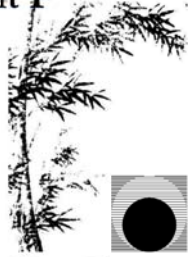
Sheet Description:
Exterior Elevations

Date:	05/17/18
Project:	16-000
Scale:	1/8" = 1'
Sheet No.:	A6

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Exhibit F



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Professional Seal:

Consultant:

Drawing Title:
**Preliminary Only
Not For Construction**

Revision Summary:

Project:
**New Hotel For
Vinubhai & Shantaben Patel
Alexa Court
Paso Robles, California**

Sheet Description:
Color Board

Date:	01/11/18
Project:	16-100
Scale:	None
Sheet No.:	C1

of 1 Sheet



CLAY ROOFING TILE
BORAL 'NEWPORT BLEND'



ACRYLIC FINISHED PLASTER
DRYVIT #106 'PEARL ASH'



FABRIC AWNINGS
SUNBRELLA 'COLONNAD STONE'



FAUX STONE VENEER
ELDORADO CLIFFSTONE 'CAMBRIA'

GREEN CODE REQUIREMENTS:

1. THIS LANDSCAPE DESIGN GROUP ALL PLANTS IN HYDROZONES IN ACCORDANCE WITH THEIR RESPECTIVE WATER, CULTURAL, SOIL, CLIMATE, SUN AND LIGHT AND MAINTENANCE NEEDS. EACH HYDROZONE IS CLEARLY DELINEATED ON THE IRRIGATION PLAN. ZONES SHOULD INCLUDE AT LEAST HIGH AND LOW ZONES. THE DESIGN INSTALLS SEPARATE IRRIGATION VALVES FOR DIFFERENT ZONES.
2. MULCH ALL PLANTING BEDS ARE TO BE MULCHED TO THREE INCHES DEEP OR AS REQUIRED LOCAL WATER ORDINANCE REQUIREMENT. SELECT ORGANIC MULCH THAT WILL IMPROVE SOIL STRUCTURE AND PROVIDE NUTRIENTS AS IT DECOMPOSES. IT IS RECOMMENDED TO SPECIFY FOUR INCHES OF MULCH TO ACCOUNT FOR SETTLING AND ASSURE THAT THE THREE INCH MINIMUM WILL BE MET. THERE MUST BE AT LEAST THREE INCHES AT THE TIME OF FIELD VERIFICATION.
3. CONSTRUCT RESOURCE EFFICIENT LANDSCAPES • NO INVASIVE SPECIES LISTED BY CAL-IPC ARE TO BE PLANTED • NO PLANT SPECIES TO REQUIRE SHEARING • A MINIMUM OF 75% OF PLANTS ARE TO BE DROUGHT-TOLERANT, CALIFORNIA NATIVES OR MEDITERRANEAN SPECIES OR OTHER APPROPRIATE SPECIES • NO TURF SHALL BE INSTALLED.
4. CAL GREEN MANDATORY MEASURES, TIER 1 REQUIREMENTS: THE FOLLOWING CAL GREEN CODE REQUIREMENTS HAVE BEEN MET AS SHOWN ON THESE LANDSCAPE PLANS:
 - A. IRRIGATION CONTROLLERS: AUTOMATIC IRRIGATION SYSTEM CONTROLLERS FOR LANDSCAPING PROVIDED BY THE BUILDER AND INSTALLED AT THE TIME OF FINAL INSPECTION SHALL COMPLY WITH THE FOLLOWING:
 1. CONTROLLERS SHALL BE WEATHER OR SOIL MOISTURE BASED CONTROLLERS THAT AUTOMATICALLY ADJUST IRRIGATION IN RESPONSE TO CHANGES IN PLANTS NEEDS AS WEATHER CONDITIONS CHANGE.
 2. WEATHER-BASED CONTROLLERS WITHOUT INTEGRAL RAIN SENSORS OR COMMUNICATION SYSTEMS THAT ACCOUNT FOR LOCAL RAINFALL SHALL HAVE A SEPARATE WIRED OR WIRELESS RAIN SENSOR WHICH CONNECTS OR COMMUNICATES WITH THE CONTROLLER(S). SOIL MOISTURE-BASED CONTROLLERS ARE NOT REQUIRED TO HAVE RAIN SENSOR INPUT.
 3. INSTALL A LOW-WATER CONSUMPTION IRRIGATION SYSTEM WHICH ELIMINATES THE USE OF SPRAY TYPE HEADS.
 4. A WATER BUDGET HAS BEEN DEVELOPED FOR LANDSCAPE IRRIGATION.
 5. PROVIDE WATER EFFICIENT LANDSCAPE IRRIGATION DESIGN THAT REDUCES THE USE OF POTABLE WATER; DOES NOT EXCEED TO PERCENT OF ITO TIMES THE LANDSCAPE AREA.

GENERAL LANDSCAPE NOTES

1. TREES ARE PROVIDED TO SHADE THE PROPERTY IN THE SUMMER AND LET IT IN SOLAR HEAT GAIN IN THE WINTER.
2. NO GRASS TURF ARE USED ON PROJECT.
3. USING DROUGHT-TOLERANT PLANTS IN LANDSCAPE BIDS.
4. USING A DEEP 3" LAYER OF MULCH IN ALL PLANTING BEDS.
5. IRRIGATION PLAN BIDS SHEET L-03 CORRECTLY LOCATES IRRIGATION VALVE CIRCUITS TO CORRESPOND TO HYDROZONES.
6. IRRIGATION DESIGN LAYOUT VALVE CIRCUITS TO ACHIEVE MATCHED PRECIPITATION RATES THROUGH HYDROZONES.
7. USES HIGH EFFICIENT DRIP TO CONSERVE WATER.
8. USES A RAIN SENSOR TO TURN-OFF IRRIGATION SYSTEM DURING INCLEMENT WEATHER.
9. TO USES USE A "SMART" CONTROLLER TO OPERATE IRRIGATION SYSTEM.
10. EROSION CONTROL MEASURES:
 1. ROOF WILL BE GUTTERED AND RAINWATER WILL BE DISTRIBUTED ONTO THE SITE FROM SPLASH BLOCKS. THE USE OF DEEP LAYER OF MULCH, ROCK AND LARGE RIVER COPS IN PLANTING BEDS WILL PREVENT RAIN EROSION. FUTURE COMPLETE COVERAGE OF THE GROUND COVERS WILL ALSO PROVIDE FUTURE EROSION CONTROL MEASURES. FINISH GRADES IN PLANTED AREAS ADJACENT TO PARKING HEADERS, BARRIERS, NOW STOP, ETC. SHALL DRAIN TO ACHIEVE EVEN, CONTINUOUS CONTOURS CAPABLE OF FACILITATING DRAINAGE. GRADES WILL SLOPE AWAY FROM ALL BUILDINGS AND OTHER STRUCTURES.

PLANTING LIST

THE FOLLOWING IS A LIST OF PLANTS WITH PLANT SPACING NOT INDICATED THAT WILL BE USED FOR THE PLANTING AREAS OF THE SITE. ALL PLANTS WILL BE 9" GALLON UNLESS OTHERWISE NOTED.

ORNAMENTAL, MEDIUM PLANT FACTOR PLANTING ZONE	ZONE #1	ZONE #2	ZONE #3
<ul style="list-style-type: none"> AGAPANTHUS AFRICANUS (LILY-OF-THE-NILES) BUSUS MICROPHYLLOA (BOYWOOD) COTONEASTER SPECIES (COTONEASTER) CYCAS REVOLUTA (SAGO PALM) DALEA GREGGII (TRAILING SIDING BUSH) DASYLIRION LONGISSIMUM (MEXICAN GRASS TREE) DIETES BICOLOR (PORTUGAL LIL) ESCALONIA 'NEWPORT SWAMP' (DWARF ESCALONIA) FERN - HARDY VARIETIES - SPACING VARIES HESPERALOE PARVIFLORA (RED TUCCA) HESPERODYCICA WIPPLE BOX (LIPS CANDLES) JUNIPERUS CONFERTA (HORN JUNIPER) OLYMPIA UVARIA (RED-HOT POKER) MAHONIA LOMAROSPORA (NO COMMON NAME) MULLENBERGIA CAPILLARIS (PINK MILKY GRASS) MULLENBERGIA RIGENS (DEER GRASS) MANDORA D. 'HARBOR DWY' (HEAVENLY DANDELION) YOLINA MICROCARPA (BEAR GRASS) PHORMIUM TENAX 'RUBRUM' (KONZIE NEW ZEALAND FLAX) PITTOSPORUM T. 'WHEELER' (WHEATPLOW TOSMA) RAPHIDOLEPS INDICA (INDIA HAWTHORN) ROSA NATIVE (ROSES) SCDM SPURSUM (RED CARPET) (RED CARPET STONECROP) THYMUS PRAECOX (ARCTICUS) (SWEET THYM) TRACHELOSPERMUM ASIATICUM (ASIA STAR JASMINE) TULSAGHIA VIOLACEA (SOCIETY GARLIC) ZANTHOEDERA (GALLA LILY) ANGLIA GRANDIFLORA (PINK ABELIA) 	<ul style="list-style-type: none"> XERISCAPIC, LOW PLANT FACTOR PLANTING ZONE BACCHARIS PL. 'WIGSON POINT' (DWARF COYOTE BUSH) CERASTIUM TONTOLOSUM (SNOW-IN-SUMMER) COROPHILA A. 'PLANAY' (ICU) COTONEASTER D. 'LOWFAST' (LOWFAST COTONEASTER) PENSTEMON 'HETROPHYLLOUS MANGAKITA SOP' (BLUE SCODON) PEROVSKIA BLUE SPIRE (RUSSIAN SAGE) ROSMARINUS C. 'PROSTRATA' (PROSTRATE ROSEMARY) SALVIA CLEVELANDI (CAL. BLUE SAGE) SANTALIA SPECIES (LAVENDER COTTON) 	<ul style="list-style-type: none"> SCREEN SHRUBS, LOW PLANT FACTOR HETEROMELES ARBUTIFOLIA (TOYON) CEANTHUS SPECIES (MOUNTAIN LILAC) ARCTOSTAPHYLOS SPECIES (MANZANITA) PREMONTODORON 'CALIFORNIA GLORY' (PLANEL BUSH) RHUS OVATA (BURGAR BUSH) RHAMNUS CAL. (COFFEESBERRY) PRUNUS LILICIFOLIA (HOLLYLEAF CHERRY) 	<ul style="list-style-type: none"> BIO-RETENTION PLANTS, MEDIUM PLANT FACTOR CAREX PANSA (CAL. MEADOW) JUNCUS PATENS (WIRE GRASS) JUNCUS E. P. 'QUARTZ CREEK' (SOFT RUSH) MULLENBERGIA RIGENS (DEER GRASS) LETIUMUS C. 'NATION' (FRINGE LILY GRASS)

PLANTING SYMBOL LEGEND

	ORNAMENTAL, MEDIUM PLANT FACTOR PLANTING ZONE #1 - SEE PLANT LIST		VERTICAL EVERGREEN SCREEN TREE CALOCEDRUS DECCURENS, 24" BOX
	XERISCAPIC, LOW PLANT FACTOR PLANTING ZONE #2 - SEE PLANT LIST		MEDIUM ACCENT TREE, 24" BOX (OPTIONS) ARBUTUS UNDEDO (STRAWBERRY TREE) SOPHORA SEC. (TEXAS MOUNTAIN LAUREL)
	STORM-WATER BIO-RETENTION BASIN SHRUB PLANTING ZONE #3 - SEE PLANT LIST		SMALL SHADE TREE, 15 GAL. (OPTIONS) HETEROMELES ARBUTIFOLIA (TOYON) ARBUTUS UNDEDO (STRAWBERRY TREE)
	24"-8" DIA. RIVER COBBLE MULCH LAYER		OLIVE TREE, 36" BOX (MULTI TRUNK, HIGH BRANCHED, VERTICAL FORM)
	CAMPSIS TAGLIABUANA (TRUMPET CREEPER), 15 GALLON, ON LARGE METAL WALL TRELLIS.		LARGE XERISCAPIC TREE, 15 GAL. (OPTIONS) QUERCUS AGRIFOLIA (COAST LIVE OAK) QUERCUS LOBATA (VALLEY OAK) QUERCUS TOMENTELLA (ISLAND OAK)
	SMALL SHRUB, SEE PLANT LIST		
	MULLENBERGIA RIGENS (DEER GRASS)		
	SCREEN SHRUB, SEE PLANT LIST		
	LARGE GROWING GROUND COVER, SEE PLANT LIST		
	PALM, 36" BOX WASHINGTONIA ROBUSTA (MEXICAN PAN PALM)		



COMPLIANCE STATEMENT
 I HAVE COMPLIED WITH THE REQUIREMENTS OF MWELD AND HAVD.
 I) COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.
 2) COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM ACCORDINGLY FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN.
 CASEY J. PATTERSON
 LANDSCAPE ARCHITECT
 5.08.17
 DATE

SCALE: 1" = 15'-0"
 DATE: 5/8/17
 JOB NO.:
 SHEET NO.:
L-1

DATE	DESCRIPTION



THIS PLAN IS THE PROPERTY OF CASEY J. PATTERSON LANDSCAPE ARCHITECT. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OR MODIFICATION OF THIS PLAN WITHOUT THE WRITTEN CONSENT OF CASEY J. PATTERSON LANDSCAPE ARCHITECT IS STRICTLY PROHIBITED.
 CASEY J. PATTERSON
 LANDSCAPE ARCHITECT
 805-468-7628
 CASEY@APPRO.COM

CASEY J. PATTERSON
 LANDSCAPE ARCHITECT
 805-468-7628
 CASEY@APPRO.COM

LANDSCAPE PLAN
 PROJECT: ALEXA COURT HOTEL, PASO ROBLES, CALIFORNIA

SCALE: 1" = 15'-0"
 DATE: 5/8/17
 JOB NO.:
 SHEET NO.:
L-1

HYDROZONE CHART

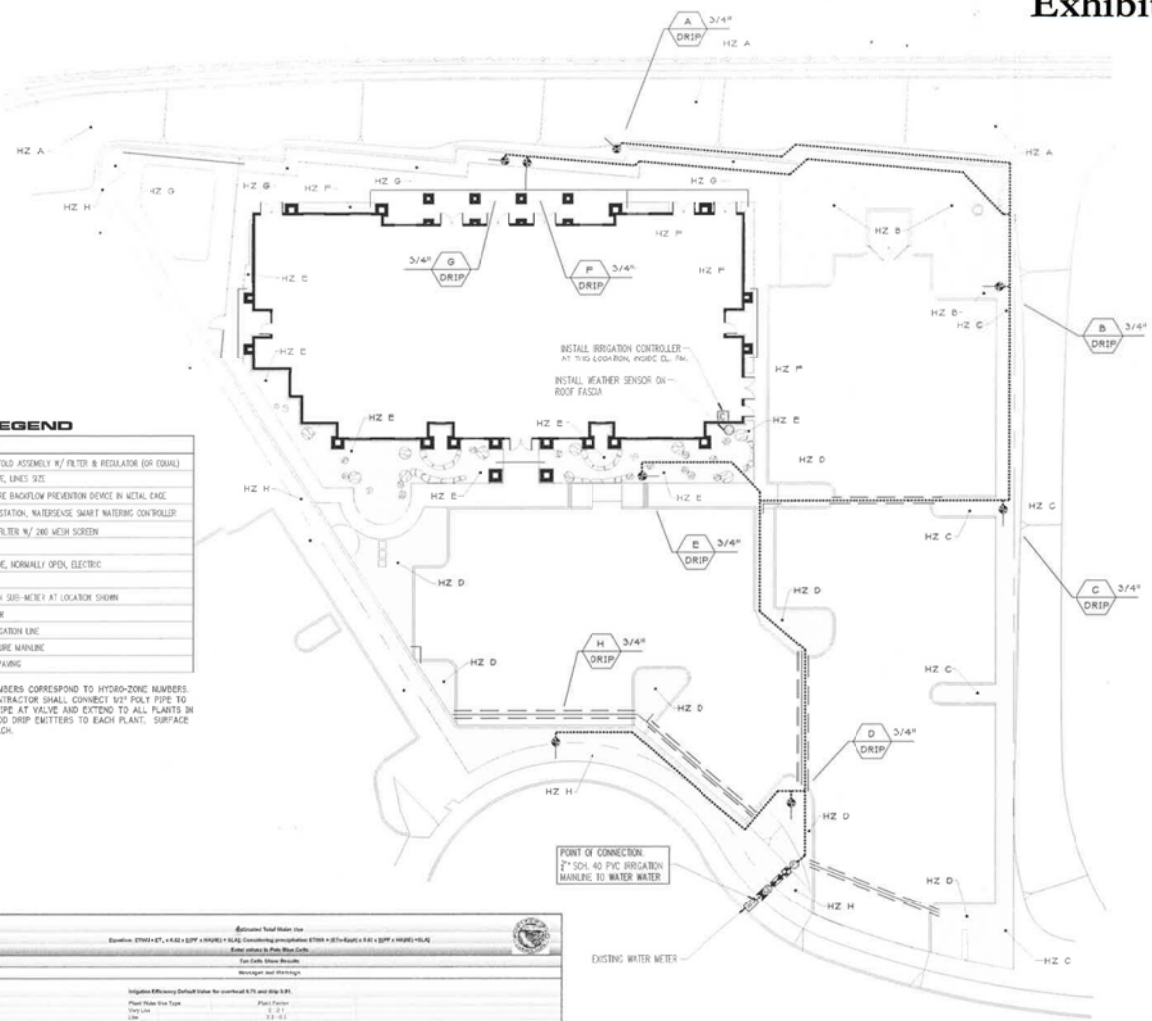
HYDROZONE	IRR. VALVE	MODELS/PLANT	PLANTING
A VALVE NUMBER	TYPE	FACTOR (ACROSS)	AREA S.F.
A	DRP	LOW	4,404
B	DRP	MEDIUM	1,708
C	DRP	LOW	890
D	DRP	LOW	1,475
E	DRP	MEDIUM	1,542
F	DRP	MEDIUM	112
G	DRP	MEDIUM	701
H	DRP	LOW	1,763
1	DRP	TOTAL LOW	8,532
2	DRP	TOTAL MEDIUM	4,063
TOTAL IRRIGATION/LANDSCAPE PLANTING AREA			12,595

IRRIGATION SYMBOL LEGEND

SYMBOL	MANUF.	MODEL NO.	EQUIPMENT TYPE
	ANY	ANY	DRIP VALVE MANIFOLD ASSEMBLY W/ FILTER & REGULATOR (OR EQUAL)
	ANY	ANY	BRASS BALL VALVE, LINES SIZE
	PEBCO	825V 1"	REDUCED PRESSURE BACKFLOW PREVENTION DEVICE IN METAL CASE
	ANY	ANY	WALL MOUNT, 12 STATION, WEATHERSENSE SMART WATERING CONTROLLER
	ANY	ANY	1" MANIFOLD DRIP FILTER W/ 2ND MESH SCREEN
	HUNTER	SOLEL-SING-529	WEATHER SENSOR
	SUPERIOR	3300 -1"	NEW MASTER VALVE, NORMALLY OPEN, ELECTRIC
	CALZEAGE	ANY	FLOW SENSOR
	HARBORD	INROD50	INSTALL IRRIGATION SYSTEM AT LOCATION SHOWN
	FOR CITY	FOR RESS.	3/4" WATER METER
	ANY	SCH. 40	1/2" SCH. 40 PVC LATERAL IRRIGATION LINE
	ANY	SCHEDULE 40	3/4" PVC PRESSURE MAINLINE
	ANY	SCHEDULE 40	SLEEVING UNDER PAVING

NOTE: DRIP VALVE NUMBERS CORRESPOND TO HYDRO-ZONE NUMBERS. LANDSCAPE CONTRACTOR SHALL CONNECT 3/2" POLY PIPE TO PVC LATERAL PIPE AT VALVE AND EXTEND TO ALL PLANTS IN HYDRO-ZONE. ADD DRIP EMITTERS TO EACH PLANT. SURFACE RUN UNDER MULCH.

STATION NUMBER & HYDROZONE AREA
 ← VALVE SIZE
 ← IRR. TYPE
 ← HYDROZONE AREA
 HZ = HYDROZONE



Estimate Summary

Item	Description	Quantity	Unit	Price	Total
1	1/2" SCH. 40 PVC LATERAL IRRIGATION LINE	10,000	LF	0.15	1,500.00
2	3/4" PVC PRESSURE MAINLINE	1,000	LF	0.40	400.00
3	3/4" WATER METER	1	EA	150.00	150.00
4	DRIP VALVE MANIFOLD ASSEMBLY	12	EA	100.00	1,200.00
5	WEATHER SENSOR	1	EA	100.00	100.00
6	REDUCED PRESSURE BACKFLOW PREVENTION DEVICE	1	EA	200.00	200.00
7	1" MANIFOLD DRIP FILTER	1	EA	100.00	100.00
8	BRASS BALL VALVE	10	EA	20.00	200.00
9	12 STATION WEATHERSENSE SMART WATERING CONTROLLER	1	EA	1,000.00	1,000.00
10	NEW MASTER VALVE	1	EA	100.00	100.00
11	FLOW SENSOR	1	EA	100.00	100.00
12	IN-ROAD IRRIGATION SYSTEM	1	EA	1,000.00	1,000.00
13	SLEEVING UNDER PAVING	1,000	LF	0.20	200.00
14	LABOR				1,000.00
15	MATERIALS				1,000.00
16	PERMITS				1,000.00
17	PROFIT				1,000.00
18	TOTAL				12,595.00

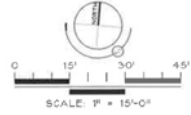
Estimate Total Water Use

Hydrozone	Plant System	Plant Water Use (GAL/PLANT)	Hydrozone Area (SQ FT)	Plant Density (PLANTS/SQ FT)	Water Demand (GAL/HR)	Flow Rate (GPM)
1	Low Water Use Species	0.5	8,532	1	4,266	71.1
2	Medium Water Use Species	1.0	4,063	1	4,063	67.7
3	High Water Use Species	2.0	0	0	0	0
4	TOTAL				8,329	138.8

IRRIGATION NOTES

ALL PLANTS WILL BE WATERED BY AN AUTOMATIC IRRIGATION SYSTEM. ALL LANDSCAPE PLANTS WILL BE WATERED WITH A DRIP IRRIGATION SYSTEM. SYSTEM WILL BE DESIGNED TO COMPLY WITH THE MAXIMUM APPLIED WATER ALLOWANCE (MAWA) AS CALCULATED BY THE STATE & LOCAL CODES. SEE BELOW.

LANDSCAPE AREAS PLANT WATER USE CATEGORIES PER WUCO.50
 ZONE #1, LOW WATER USE SPECIES = 85% S.P.
 ZONE #2, MEDIUM WATER USE SPECIES = 100% S.P.
 TOTAL LANDSCAPE AREA LOW WATER USE = 1,565 S.F.



IRRIGATION PLAN

NO.	DESCRIPTION



Casey J. Patterson
 License No. 10000
 State of California
 Professional Engineer

CASEY J. PATTERSON
 LANDSCAPE ARCHITECT
 805-466-7829
 CPJ@CPJPRO.COM

TITLE IRRIGATION PLAN
PROJECT LESLIE COURT HOTEL
 PASADENA, CALIFORNIA

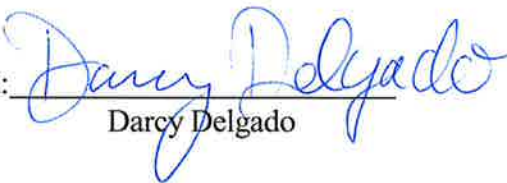
SCALE: 1"=15'-0"
DATE: 8/20/17
JOB NO:
SHEET NO:
L-2

**AFFIDAVIT
OF MAIL NOTICES**

PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING

I, Darcy Delgado, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for a Planned Development 17-008 (Hotel Alexa – Alexa Court) on this 23rd day of February 2018.

City of El Paso de Robles
Community Development Department
Planning Division

Signed: 
Darcy Delgado

RECEIVED

MAR 01 2018

City of Paso Robles
Community Development Dept

THE *Newspaper of the Central Coast*
TRIBUNE

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

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

AD #3538280
CITY OF PASO ROBLES

STATE OF CALIFORNIA

ss.

County of San Luis Obispo

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen and not interested in the above entitled matter; I am now, and at all times embraced in the publication herein mentioned was, the principal clerk of the printers and publishers of THE TRIBUNE, a newspaper of general Circulation, printed and published daily at the City of San Luis Obispo in the above named county and state; that notice at which the annexed clippings is a true copy, was published in the above-named newspaper and not in any supplement thereof – on the following dates to wit; FEBRUARY 25, 2018 that said newspaper was duly and regularly ascertained and established a newspaper of general circulation by Decree entered in the Superior Court of San Luis Obispo County, State of California, on June 9, 1952, Case #19139 under the Government Code of the State of California.

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.



(Signature of Principal Clerk)
DATE: FEBRUARY 25, 2018
AD COST: \$217.80

CITY OF EL PASO DE ROBLES

**NOTICE OF INTENT AND
NOTICE OF PUBLIC HEARING OF THE
PLANNING COMMISSION TO ADOPT A
NEGATIVE DECLARATION AND
APPROVE PLANNED DEVELOPMENT
(PD 17-008) FOR THE HOTEL ALEXA
PROJECT LOCATED AT ALEXA COURT
NEAR THE U.S. 101 AND STATE ROUTE
46 WEST INTERCHANGE
(APN: 009-831-021)
APPLICANT – VINUBHAI PATEL**

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Paso Robles will hold a Public Hearing on Tuesday, March 27, 2018 at 6:30 p.m. at the City of Paso Robles, 1000 Spring Street, Paso Robles, California, in the City Council Chambers, to consider adoption of a Negative Declaration in accordance with the provisions of the California Environmental Quality Act (CEQA) for the following project:

PD 17-008: a proposal to establish a 4-story boutique hotel with a total of 38 guest rooms, plus a manager's unit. The building will include 23,765 square feet that is distributed over 3 occupied floors, with the 4th floor being used to house mechanical equipment only.

The 30-day public review period for the Negative Declaration (ND) will begin on Monday, February 26, 2018, and conclude on March 27, 2018. The ND indicates that the proposed project could not have a significant effect on the environment.

The proposed ND may be reviewed at the Community Development Department, 1000 Spring Street, Paso Robles, California. Copies may be purchased for the cost of reproduction. A copy of the ND is also available on the City website at: <http://www.prcity.com/government/departments/commdev/index.asp>.

Written comments on the proposed project and corresponding ND may be mailed to the Community Development Department, 1000 Spring Street, Paso Robles, CA 93446, or emailed to ddelgado@prcity.com, provided that the comments are received prior to the time of the public hearing. Oral comments may be made at the hearing. Should you have any questions regarding this application, please call Darcy Delgado at (805) 237-3970 or email at ddelgado@prcity.com.

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

Darcy Delgado,
Assistant Planner
February 25, 2018

3538280

CALIFORNIA ENVIRONMENTAL QUALITY ACT
 INITIAL STUDY CHECKLIST FORM
 CITY OF PASO ROBLES
 HOTEL ALEXA
Public Review Period: February 26, 2018 – March 27, 2018

1. **PROJECT TITLE:** Hotel Alexa
Planned Development 17-008

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

Contact: Darcy Delgado
Phone: (805) 237-3970
Email: Ddelgado@prcity.com

3. **PROJECT LOCATION:** Alexa Court
APN: 009-831-021

4. **PROJECT PROPONENT:** Vinubhai Patel

Project Representative: Charles Rhoads Architect
Contact Person: Chas. Rhoades
Phone: (559) 584-3371
Email: chasrhoads@sbcglobal.net

5. **GENERAL PLAN DESIGNATION:** RC (Regional Commercial)

6. **ZONING:** C2 PD (Commercial Highway, Planned Development Overlay)

7. **PROJECT DESCRIPTION:** This is a proposal to establish a 4-story boutique hotel with a total of 38 guest rooms, plus a manager’s unit. The hotel would total 23,765 square feet (sf) and is 50-feet tall at its highest point. The guest rooms will be located on the first three floors and the 4th floor will be used to house mechanical equipment only. The site will include 41 automobile parking stalls and 2 motorcycle stalls. Parking spaces include standard, compact, handicapped accessible, electric vehicle (EV), and two 10-minute loading zone parking stalls.

The boutique hotel will include ancillary guest facilities including:

- lobby and sub-lobby areas
- fitness room

Agenda Item 2

- swimming pool

8. ENVIRONMENTAL SETTING:

The proposed project is located on a vacant 1.012-acre site located near the southwest corner of the U.S. 101 and State Route 46 West interchange, which is a highly traveled area of the City and is considered a gateway entrance to the City. The site is surrounded by three existing hotels, including Hampton Inn, La Bellasera Hotel and Suites, and the River Lodge Motel. South of the site, across Theatre Drive, is a commercial shopping area.

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature: Dany Delgado Date: 2/23/10

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

I. AESTHETICS: Would the project:

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

Discussion (a): The project site is located at the southwest corner of U.S. 101 and SR 46 West. This location is identified as a “gateway” to the City of Paso Robles in the City’s Gateway Design Standards. It is also designated in the General Plan, Conservation Element (Figure C-3), as being in a scenic view corridor.

The Paso Robles Gateway Plan implements design standards that seek to preserve the aesthetic character of the City of Paso Robles. The standards are focused on key gateways to the City. The intersection of U.S. 101 and SR 46 West has been identified as a Town and Country Gateway which marks the transition from the rural landscape environment outside of town to the urban streetscape environment in town. Since the proposed project site is at a City gateway, the project must undergo careful design review.

The project site is highly visible from both northbound and southbound U.S. 101. However, since the project is infill, it will blend in with the existing hotel developments to the south and west and is proposed to be architecturally compatible with the adjacent hotels. Additionally, it would not impact the long view of the rural landscape beyond it since it would not extend up into the hillsides to the north or northwest and/or otherwise block these views, nor would it impact ridgeline views, arroyos, riparian habitat, or oak woodlands on surrounding properties. Therefore, the proposed project will result in less than significant impacts to scenic vistas.

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

Discussion (b): There are no scenic resources such as trees, rock outcroppings, or historic buildings located on the site. Therefore, this project has no impact on scenic resources.

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

Discussion (c): The visual quality of the site is low since the site is currently vacant. The site is located at the entrance to the City and aesthetics are a high priority for the City. The project has the potential to alter the visual character and quality of the site, however, since the project is surrounded to the west and south by existing hotel development and this is similar use, it is expected to be compatible with the surrounding uses and therefore result in less than significant impacts.

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

Discussion (d): The Zoning Code requires all new lighting to be shielded and directed downward in such a manner as to not create off-site glare or adversely impact adjacent properties. The project will be conditioned accordingly. The style, location and height of the lighting fixtures will be submitted with the building plans and subject to approval by the Development Review Committee (DRC) to ensure compliance of Zoning Codes, prior to issuance of building permits. Therefore, the proposed project will result in less than significant impacts from light or glare.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State’s inventory of forest land, including the forest and Range Assessment Project and the forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- 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 (a): The Farmland Mapping and Monitoring Program of the California Resources Agency has identified the project site as Urban and Built Up land, a designation that has no regulatory protections. The proposed project would not result in a conversion of agricultural land to non-agricultural use. Therefore, there would be no impact.

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

Discussion (b): The site is not under Williamson Act contract, nor is it currently zoned for agricultural uses. Therefore, there would be no impact.

- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Discussion (c): There are no forest land or timberland resources within the City of Paso Robles. Therefore, there would be no impact.

- d. Result in the loss of forest land or conversion of forest land to non-forest use?

Discussion (d): 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 (e): No farmland is located within the near vicinity of the project site. It is surrounded by commercial uses. Therefore, the development of this site for lodging would not have a significant impact to

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

Discussion (a): The San Luis Obispo County area is a non-attainment area for the State standards for ozone and suspended particulate matter. The SLO County Air Pollution Control District (APCD) administers a permit system to ensure that stationary sources do not collectively create emissions which would cause local and state standards to be exceeded. This project is within 5 minute walking distance to a transit stop, has sidewalks adjacent to the site, is accessed by bike lanes on Theatre Drive and Vine Street, and includes 2 EV parking spaces. Therefore, the project would comply with land use and transportation components of the SLO County Clean Air Plan.

The potential for future project development to create adverse air quality impacts falls generally into two categories: Short term and Long term impacts. Short term impacts are associated with the grading and development portion of a project where earth work generates dust, but the impact ends when construction is complete. Long term impacts are related to the ongoing operational characteristics of a project and are generally related to vehicular trip generation and the level of offensiveness of the onsite activity being developed.

The project would result in short term impacts associated with grading for the proposed construction, however, standard conditions required by the City, as well as the APCD, will be implemented which will reduce these impacts to less than significant.

When reviewing the grading of the approximately 1.012-acre site, the disturbed area of grading activity is minimal and limited to 1.012-acres. This falls under the 4-acre threshold described in footnote 2 of Table 2-1 of the APCD CEQA Handbook (April 2012), indicating that the pollutants produced as a result of construction activities is less than the 2.5 ton PM 10 quarterly threshold. Therefore, impacts to air quality as a result of grading for this project are considered less than significant and no mitigation is required. Standard conditions related to dust control will be required with the issuance of a grading permit for this project.

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|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. | Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Source: 11) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion (b): See III.a. above.

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

Discussion (c): See III.a. above.

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|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. | Expose sensitive receptors to substantial | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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pollutant concentrations? (Source: 11)

Discussion (d): See (III.a.) above. There are no schools, playgrounds, hospitals, or other uses that might contain sensitive receiver populations in the immediate project vicinity. The nearest existing residences are along Fortini Place and Gahan Place, approximately 800 feet west of the project site.

The project would result in short term impacts associated with grading for the proposed construction, however, standard conditions required by the City, as well as the APCD, will be implemented which will address these impacts. The potential pollutants and relation to sensitive receptors are described below.

Localized CO Concentrations

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

Based on the traffic analysis prepared for this project, primarily affected intersections are projected to operate at a LOS C, or better, with project implementation (CCTC 2015). The proposed hotel project would not result in or contribute to unacceptable levels of service (i.e., LOS E or F) at primarily affected nearby signalized intersections. In addition, the proposed project would not result in emissions of CO in excess of the SLOACPD’s significance threshold of 550 lbs/day. Localized concentrations of CO are considered to be *less than significant*.

Naturally Occurring Asbestos

Naturally Occurring Asbestos (NOA) has been identified as a toxic air contaminant by the ARB. In accordance with ARB Air Toxics Control Measures (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 SLOACPD. 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 SLOACPD’s map depicting potential areas of NOA, the project site is not located in an area that has been identified as having a potential for NOA (SLOACPD 2015a). As a result, the disturbance and potential exposure to NOA is considered to have a *less than significant impact*.

Asbestos Material in Demolition

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolitions, 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 (transit pipes or insulation on pipes). If a project will be involved in the disturbance or potential disturbance of ACM, various regulatory requirements may apply, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M – Asbestos NESHAP). These requirements include but are not limited to: 1) notification, within at least 10 business days of activities commencing, to the APCD, 2) an asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM.

The project site will not require demolition of onsite structures. Therefore there is *no impact*.

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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method, a SLOAPCD permit may be required.

The project site will not require demolition of onsite structures. Therefore there is *no impact*.

Construction-Generated PM

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). Construction generated emissions of PM could result in localized concentrations of PM that could result in increased nuisance impacts to nearby land uses and receptors. However, as discussed in III.a. above, impacts to air quality as a result of grading for this project are considered *less than significant* and no mitigation is required.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. Create objectionable odors affecting a substantial number of people? (Source: 11) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion (e): The project would not involve development of any uses which would potentially result in objectionable odors. Therefore, there would be no impact.

IV. BIOLOGICAL RESOURCES: Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion (a): The project is currently vacant. According to the General Plan, Conservation Element (Figure C-3), the proposed project is an urbanized, disturbed site. There are no biological resources (i.e. oak trees, special habitat, or wildlife species) located on the site. Therefore, the proposed project could not adversely impact, directly or indirectly, protected species, and will not result in impacts to these resources.

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

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				

Discussion (c): As an existing urbanized site, 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.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion (d): The project site is an urbanized site and is not within a native resident or migratory corridor with fish or wildlife, therefore, development of the project could not impact resident or migratory corridors for fish or wildlife.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion (e): See IV.b. above. The project would not conflict with any local policies or ordinances established to protect biological resources, as there are no protected biological resources on or near the project site.

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

Discussion (f): There are no Habitat Conservation Plan or other related plans applicable in the City of Paso Robles.

V. CULTURAL RESOURCES: Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion (a-d): There are no historic resources (as defined), located on the site. There are also no archaeological or paleontological resources known to be present on the site or in the near vicinity. Since the property is not located within proximity to a creek or river or known cultural resource it is unlikely that there are resources located on the site. Additionally, the project site is located within an area that has already undergone substantial ground disturbance during construction of existing facilities. Therefore, the likelihood of encountering cultural or archeological resources, unique paleontological or geologic features, or human remains on the project site is minimal.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Although no significant potential archaeological or cultural resources have been identified which would be impacted by development of the plan area, a condition will be added to the project that would require that a qualified Archeologist be on site if cultural resources are found during grading activities and appropriate recommendations made regarding their treatment and/or disposition.

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

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

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion (b): See response to V.a.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion (c): See response to V.a.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion (d): See response to V.a



VI. GEOLOGY AND SOILS: Would the project:

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

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

Discussion (a-i): 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

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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.</p>				
<p>ii. Strong seismic ground shaking? (Sources: 1, 2, & 3)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Discussion (a-ii): The proposed project will be constructed to current California Building Codes (CBC). 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.</p>				
<p>iii. Seismic-related ground failure, including liquefaction? (Sources: 1, 2 & 3)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Discussion (a-iii): According to the City of Paso Robles General Plan EIR, the project site is located in an area with soil conditions that have a potential for liquefaction or other type of ground failure due to seismic events and soil conditions. To implement the General Plan EIR's measures to reduce this potential impact, the City has a standard condition to require submittal of soils and geotechnical reports, which include site-specific analysis of liquefaction potential for all building permits for new construction, and incorporation of the recommendations of said reports into the design of the project to avoid adverse impacts to humans and structures. Additionally, as stated above, the City recognizes these geologic influences in the application of the Uniform Building Code to all new development within the City. With incorporation of the City's standard conditions into project design and compliance with the requirements of the Uniform Building Code, impacts would be less than significant.</p>				
<p>iv. Landslides?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Discussion (a-iv): Per the General Plan Safety Element, the project site is in an area that is designated a low-risk area for landslides. Therefore, potential impacts due to landslides would be less than significant.</p>				
<p>b. Result in substantial soil erosion or the loss of topsoil? (Sources: 1, 2, & 3)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Discussion (b): Per the General Plan EIR the soil condition is not erosive or otherwise unstable. As such, no significant impacts are anticipated. A geotechnical/ soils analysis will be required prior to issuance of building permits that will evaluate the site specific soil stability and suitability of the development proposed. This study will determine the necessary grading techniques that will ensure that potential impacts due to soil stability will not occur.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Discussion (c): See (a.iii) above.</p>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Discussion (d): In accordance with the City’s Local Hazard Mitigation Plan, Figure B-5, Expansive Soils Map, the project site is identified to have 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 potential for creating substantial risks to life or property to less than significant level.</p>				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Discussion (e): The development will be connected to the City’s municipal wastewater system, therefore there would not be impacts related use of septic tanks.</p>				

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion (a-b): When reviewing the project with the APCD CEQA Handbook (April 2012), the project would produce less than the 1,150 MT CO₂e/year from operational and amortized construction impacts, which is below the adopted threshold of significance and therefore be considered less than significant and no mitigation is required for operational or long-term impacts based on the hotel land use. Standard conditions related to dust control will be required with the issuance of a grading permit for this project.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion (a): 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.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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?</p> <p>Discussion (b): See VIII a. above.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p> <p>Discussion (c): The proposed boutique hotel will not emit hazardous emissions or hazardous materials. There are no schools located within a ¼ mile radius of the project site, therefore the project will result in no impact on an existing or proposed schools.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p> <p>Discussion (d): The project is not identified as a hazardous site per Government Code Section 65962.5.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p> <p>Discussion (e): The project site is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, there would be no impact.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p> <p>Discussion (f): The project site is not located within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the project area. Therefore, there would be no impact.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p> <p>Discussion (g): The City does not have adopted emergency response or evacuation plans. Per the City Emergency Services Department, the proposed location does not pose a risk that would impair City response to emergencies.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (h): Per the City’s 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. Therefore, there would be no impact.

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion (a): The Regional Water Quality Board (RWQB) adopted stormwater requirements for development projects in the Central Coast region. Upon the Board’s direction, the City has adopted a Storm Water Ordinance requiring all projects to implement low-impact development, best management practices to mitigate impacts to the quality of storm water run-off, and to limit the increase in the rate and volume of storm water run-off to the maximum extent practical. The project would be subject to the requirements of the RWQCB, further reducing potential impacts to water quality. Future development would disturb more than one acre and would, therefore, be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit program. The NPDES program controls water pollution by regulating point sources that discharge pollutants into waters of the United States, including construction activity. Water quality standards would be maintained in project design and discharge requirements would be in compliance with State and local regulations. Therefore, impacts to water quality and discharge would 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)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion (b): The project site would be connected to the City’s municipal water supply system; therefore, it could not individually impact nearby ground water supplies. The City’s municipal water supply is composed of groundwater from the Paso Robles Groundwater Basin, an allocation of the Salinas River underflow, and a surface water allocation from the Nacimiento Lake pipeline project.

The project would be required to pay connection fees for water service which covers project impacts. Additionally, the City Urban Water Management Plan (2015) 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 C2 Zone includes hotels, as well

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>as other uses, is incorporated into the water demand assumptions of the Urban Water Management Plan (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 us in the basin.</p>				
<p>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)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Discussion (c): The drainage pattern on the site would not be substantially altered with development of this project site since development will generally maintain the existing, historic drainage pattern of the property, and new post-construction drainage will be maintained on the site. The City is subject to U.S. EPA and California requirements related to the control of stormwater entering and discharged from municipal separate stormwater sewer systems, and the City has adopted Chapter 14.20 in its Municipal Code related to stormwater control. These requirements limit the volume of discharge and provide for the control of sediment and other pollutants that may occur in stormwater runoff. They require that all new development provide for permeable areas to help reduce the volume of stormwater discharge, and incorporate other Low Impact Development (LID) stormwater and pollution control techniques. Proposed development on the site would include the necessary on-site drainage facilities to ensure site drainage is directed to the nearby drainage facilities, and complies with the LID provisions. The project would not substantially increase the rate and amount of surface runoff which would result in flooding and/or erosion. Proposed construction of the hotel would not have an impact on drainage, erosion, flooding, polluted runoff, or otherwise substantially degrade water quality. Therefore, impacts to drainage patterns and facilities would be less than significant.</p>				
<p>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)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Discussion (d): See IX c. above. Drainage resulting from development of this property will be maintained onsite and will not contribute to flooding on- and off-site. Thus, flooding impacts from the project are considered less than significant.</p>				
<p>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)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Discussion (e): As noted in IX a. above, surface drainage will be managed onsite and will not add to offsite drainage facilities. Additionally, as noted in IX.c. above, 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.</p>				
<p>f. Otherwise substantially degrade water quality?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Discussion (f): See answers IX a.-e. This project will result in less than significant impacts to water quality.				
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion (g): There is no housing associated with this project nor is there any housing near the vicinity downstream from the site and the site is not within or near a flood hazard area. Therefore, this project could not result in flood related impacts to housing.				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion (h): See IX g. above. The property is not within or near a 100-year flood hazard area. Therefore, there would be no impact.				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion (i): See IX g. above. Additionally, there are no levees or dams in the City. Therefore, there would be no impact.				
j. Inundation by mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion (j): In accordance with the Paso Robles General Plan, there is no mudflow hazards located on or near the project site. Therefore, the project could not result in mudflow inundation impacts.				
k. Conflict with any Best Management Practices found within the City's Storm Water Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion (k): The project will implement the City's Storm Water Management Plan – Best Management Practices, and would therefore not conflict with these measures.				
l. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion (l): The project will incorporate all feasible means to manage water runoff on the project site. There are no wetland or riparian areas in the near vicinity, and the project could not result in impacts to aquatic habitat. Therefore, the project will not result in significant impacts to these resources.				

X. LAND USE AND PLANNING: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion (a): The project is surrounded by commercial land uses. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion (b): As a regional commercial land use, the proposed hotel is consistent with the General Plan Land Use Designation of Regional Commercial and Highway-Commercial zoning (C2). The project site is also consistent with the Gateway Design Standards. There are no other plans that apply to the property. Therefore, the project does not conflict with applicable plans or policies adopted to avoid or mitigate environmental effects.				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion (c): There are no habitat conservation plans or natural community conservation plans associated with this property. 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)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion (a): There are no known mineral resources at this project site.				
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion (b): There are no known mineral resources at this project site.				

XII. NOISE: Would the project result in:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion (a): As identified in the General Plan, Noise Element (Figure N-3b), the project site is located within the 65 dBA noise contour for future noise impacts. Figure N-1 indicates that it would be “conditionally” acceptable to allow construction for new hotels provided if they incorporate noise reduction construction methods to reduce potential noise impacts. Typical construction methods includes closed window and air conditioning systems, etc. The project will be conditioned to identify appropriate methods and incorporate them into the construction design. This would reduce the potential for noise impacts to a less than significant level.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion (b): The project may result in short-term construction groundborne vibration from machinery, however, the construction noise is not anticipated to be excessive nor operate in the evening hours. Therefore, impacts from groundborne vibration noise would be considered less than significant.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion (c): Construction and implementation of the project would result in new trip generation that could increase both temporary and permanent ambient noise levels. Due to the existing high traffic volumes and noise levels in the area, however, it is likely that the project effects would not be substantial, and this effect would not be considered a significant impact.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion (d): See XII c. above.

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

Discussion (e): The project is not located within an airport area subject to an airport land use plan, and will thus not be impacted by airport related noise.

XIII. POPULATION AND HOUSING: Would the project:

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

Discussion (a): The proposed project will create employment opportunities that can be absorbed by the local and regional employment market, and will therefore not create the demand for new housing or population

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
growth or displace housing or people.				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? Discussion (b): See response XIII a.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? Discussion (c): See response XIII a.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

XV. RECREATION

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

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

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 of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Discussion (a): A Traffic Report (dated August 25, 2017) was prepared by Associated Transportation Engineers (ATE) for this project (See Attachment 4). The traffic study evaluates: existing traffic conditions; traffic that would be generated from the project; trip distribution; average daily trips (ADT); and AM & PM peak hour trips for cumulative and cumulative + project scenarios.

**Table 10
Cumulative and Cumulative + Project Intersection Operations**

Intersection	Delay Per Vehicle/LOS(a)				Impact?
	AM Peak Hour		PM Peak Hour		
	Cumulative	Cumulative + Project	Cumulative	Cumulative + Project	
SR 46W/Gahan Pl	12.6 Sec./LOS B	12.7 Sec./LOS B	17.9 Sec./LOS C	18.0 Sec./LOS C	NO
SR 46W/Theatre Dr	10.1 Sec./LOS B	10.2 Sec./LOS B	13.7 Sec./LOS B	13.8 Sec./LOS B	NO
SR 46W/US 101 SB(b) SR 46W/Vine St(b)	25.1 Sec./LOS C	25.2 Sec./LOS C	30.6 Sec./LOS C	30.8 Sec./LOS C	NO
SR 46W/US 101 NB(c) SR 46W/Ramada Dr(c)	24.1 Sec./LOS C	24.2 Sec./LOS C	29.3 Sec./LOS C	29.8 Sec./LOS C	NO

- (a) LOS based on average delay per vehicle in seconds pursuant to the HCM operations methodology.
 (b) LOS represents average delay per vehicle for all movements using the SR 46W/US 101 SB and SR 46W/Vine Street intersections since they operate as a single unit.
 (c) LOS represents average delay per vehicle for all movements using the SR 46W/US 101 NB and SR 46W/Ramada Drive intersections since they operate as a single unit.

Table 10, shown above, shows the peak hours for the project. The study-area intersections show that under Cumulative and Cumulative + Project, conditions operate at a Level of Service (LOS) C or better, which meet the Caltrans LOS C standard. Therefore, the project would not contribute to significant cumulative impacts to these intersections.

The ATE study indicates that Alexa Hotel is expected to generate a total of 310 average daily trips (ADT), with 20 trips during the AM peak hour and 23 trips during the PM peak hour.

Based on the analysis in the traffic study, the Traffic Report did not find that mitigation was necessary for this

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>project. Therefore, the project impacts on transportation and traffic will be less than significant. Although the project has no project-specific nor cumulative impacts, the project will be conditioned to pay traffic impact development fees for the proportionate share of impacts associated with the project to mitigate its impacts to traffic and roadways.</p>				
<p>b. Conflict with an applicable congestion management program, including but not limited to a level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Discussion (b): See XVI a. above. Based on the project not exceeding level of service, the project does not conflict with impacts related to congestion management. Therefore, it will be less than significant.</p>				
<p>c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Discussion (c): The project site is not located within an airport land use planning area.</p>				
<p>d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Discussion (d): There are no hazardous design features associated with this project that could result in safety hazard impacts from this project.</p>				
<p>e. Result in inadequate emergency access?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Discussion (e): The project will not impede emergency access, and it is designed in compliance with all emergency access safety features, and to City emergency access standards.</p>				
<p>f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Discussion (f): The project incorporates multi-modal transportation facilities and access such as sidewalks, and walkways, and a transit stop located on Theatre Drive. It also includes bike racks for guests and employees. Therefore, it does not conflict with policies and plans regarding these facilities.</p>				

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

<p>a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion (a): The project will comply with all applicable wastewater treatment requirements as required by

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Discussion (b): Per the City's General Plan EIR, Urban Water Management Plan, Sewer System Management Plan (SSMP), the City's water and wastewater treatment facilities are adequately sized to provide needed water and to treat effluent resulting from this project. Therefore, this project will not result in the need to construct new facilities.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Discussion (c): 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. Therefore, the project will not impact the City's storm water drainage facilities.</p>				
<p>d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Discussion (d): 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.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Discussion (e): Per the City's Wastewater Management Plan (WWMP), the capacity of the City's wastewater treatment plant is 4.9 million gallons per day (MGD). Existing flows to the wastewater treatment plant are approximately 2.9 MGD, so the plant has a remaining capacity of 2 MGD.</p> <p>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.</p>				
<p>f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion (f): Per the City’s Landfill Master Plan, the City’s landfill has adequate capacity to accommodate construction related and operational solid waste disposal for this project. 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 the General Plan build-out projections, landfill capacity is documented to be sufficient until at least 2051. 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 completed (Ayres Hotel) is estimated that it will result in approximately 10.02 tons of construction and debris (C&D) and solid waste (including 50% diversion rate). Since the proposed project is 33% smaller, it is estimated that it would result in 6.71 tons of C&D solid waste.

Based on the 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 solid waste disposal needs.

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

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

Discussion (a): As noted within this environmental document, there are no biological resources located on or near the project site. There are also no historic resources located on the site. Therefore, this project could not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 (b): The project will not have impacts that are individually limited, but cumulatively considerable.

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

Discussion (c): The project will not cause substantial adverse effects on human beings, either directly or indirectly.

EARLIER ANALYSIS AND BACKGROUND MATERIALS.

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

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

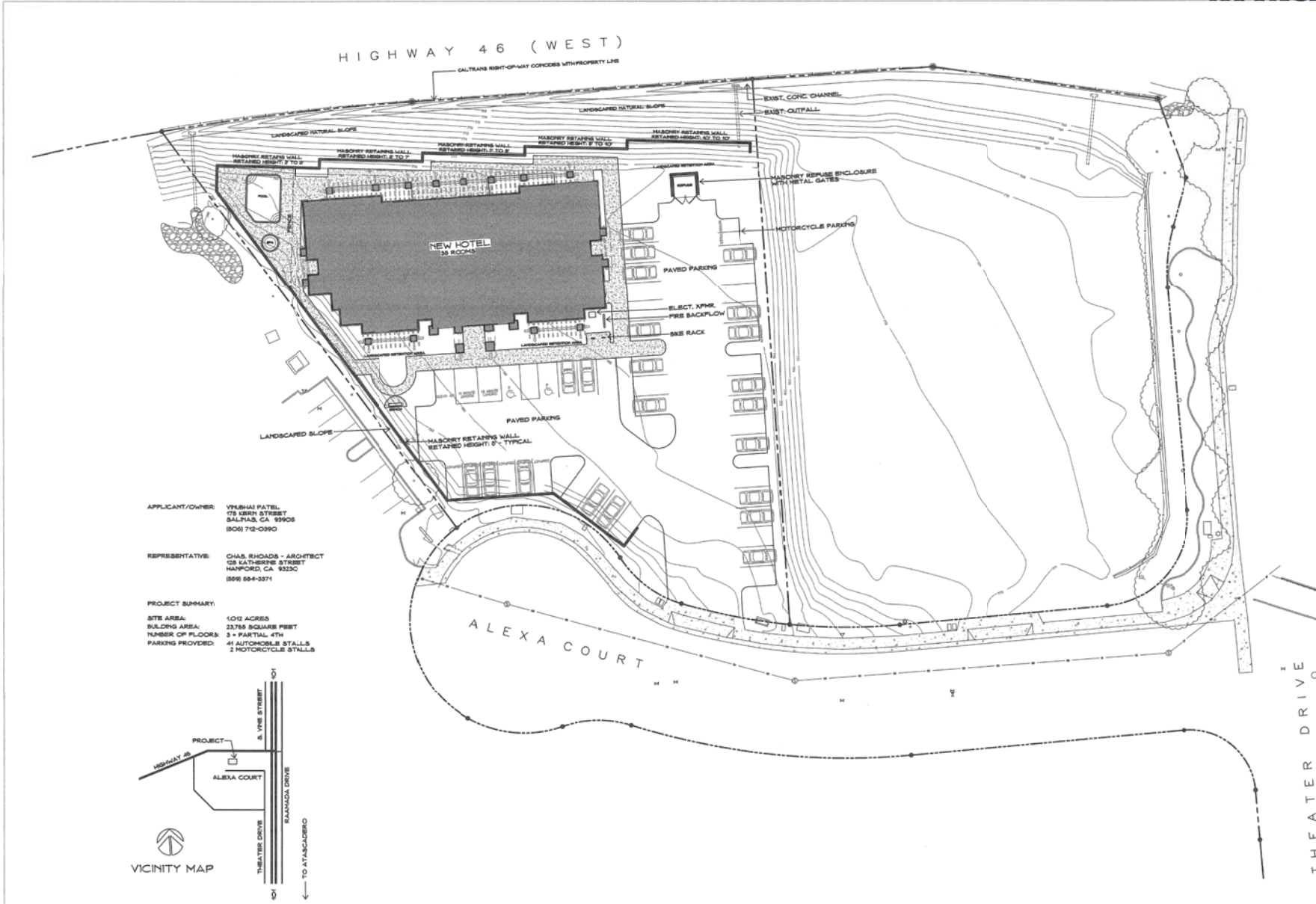
<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446
2	City of Paso Robles Zoning Code	Same as above
3	City of Paso Robles Environmental Impact Report for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

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Attachments:

- 1. Vicinity Map**
- 2. Site Plan**
- 3. Hotel Elevation**
- 4. Traffic Impact Analysis** (Technical Appendix to Traffic Study is on file and available upon request)

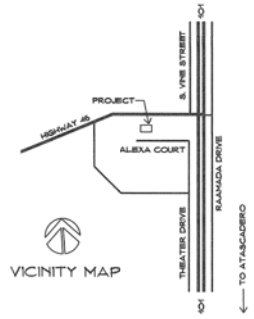




APPLICANT/OWNER: VINUBHAI PATEL
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REPRESENTATIVE: CHAS RHOADS - ARCHITECT
 128 KATHERINE STREET
 HANFORD, CA 93230
 (805) 884-3371

PROJECT SUMMARY:
 SITE AREA: 1.012 ACRES
 BUILDING AREA: 23,766 SQUARE FEET
 NUMBER OF FLOORS: 3 + PARTIAL 4TH
 PARKING PROVIDED: 41 AUTOMOBILE STALLS
 2 MOTORCYCLE STALLS



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Professional Seal:

Consultant:

Drawing Title:
Preliminary Only
Not For Construction
 Revision Summary:

Project:
New Hotel For
Vinubhai & Shantaben Patel
Alexa Court
Paso Robles, California
 Sheet Description:
Site Development Plan

Date:	07/17/18
Project:	18-100
Scale:	1" = 20'
Sheet No.:	SD1

Of 1 Sheet

Site Development Plan



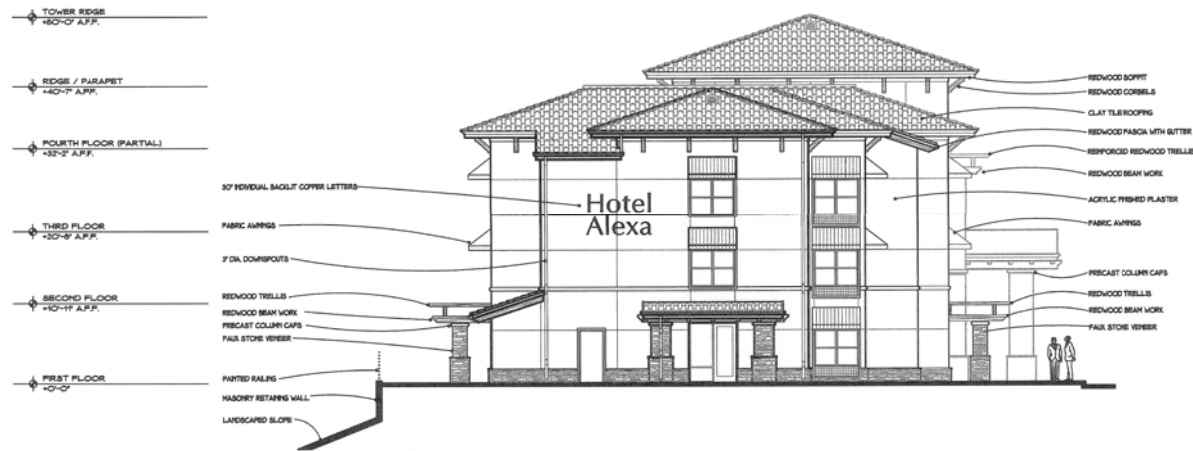
Scale: 1" = 20'

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South Elevation (Front - View from Alexa Court)

SCALE: 1/4" = 1'-0"



West Elevation (Side - View from Highway 46 Eastbound)

SCALE: 1/4" = 1'-0"



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Architecture
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Professional Seal:

Consultant:

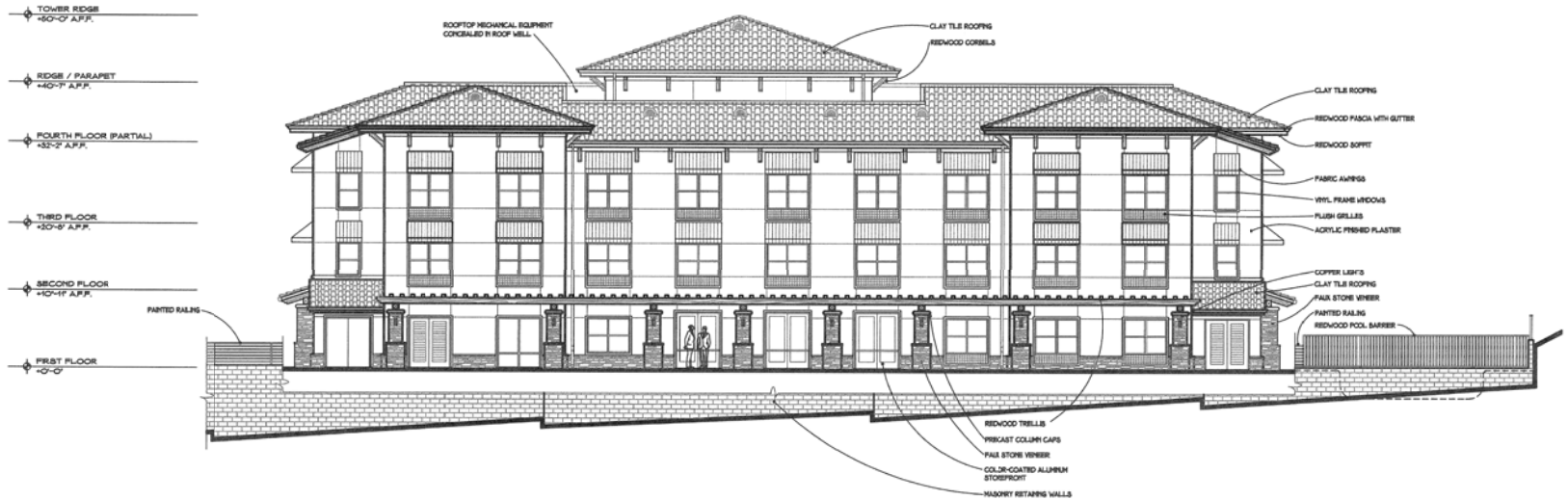
Drawing Title:
**Preliminary Only
Not For Construction**

Revision Summary:

Project:
**New Hotel For
Vinubhai & Shantaben Patel
Alexa Court
Paso Robles, California**

Scale Description:
Exterior Elevations

Date: 02/10/18
Page#: 16-300
Scale: 1/8" = 1'
Sheet No.: **A5**



North Elevation (Rear - View From Highway 46)

Scale: 1/8" = 1'



East Elevation (Side - View From Highway 101)

Scale: 1/8" = 1'



Chas Rhoads
Architecture
Interiors
Landscape

128 Katherine Street - Hanford - California - 93230
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Professional Seal

Consultant

Drawing Title:
**Preliminary Only
Not For Construction**

Revision Summary:

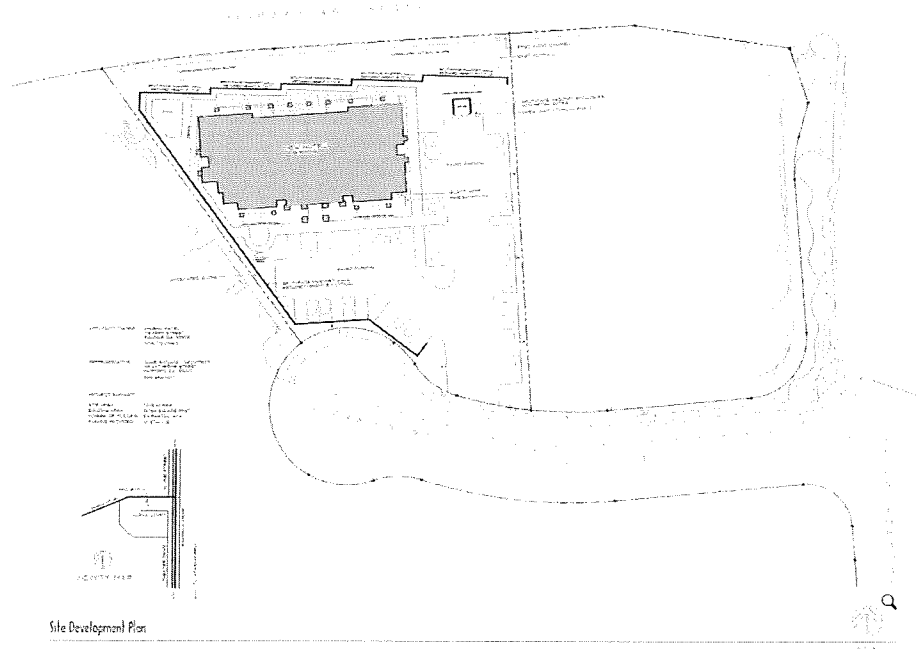
Project:
**New Hotel For
Vinubhai & Shantaben Patel
Alexa Court
Paso Robles, California**

Sheet Description:
Exterior Elevations

Date: 05/17/18
Project: 18-000
Scale: 1/8" = 1'
Sheet No.: **A6**

**ALEXA COURT HOTEL PROJECT
CITY OF PASO ROBLES, CALIFORNIA**

TRAFFIC AND CIRCULATION STUDY



August 25, 2017

ATE #17064

Prepared for:
City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 * (805) 687-4418 * FAX (805) 682-8509



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Since 1978

Richard L. Pool, P.E.
Scott A. Schell, AICP, PTP

August 25, 2017

17064R01

Susan DeCarli
Community Development Department
City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446

TRAFFIC AND CIRCULATION STUDY FOR THE ALEXA COURT HOTEL PROJECT, CITY OF PASO ROBLES, CALIFORNIA

Associated Transportation Engineers (ATE) has prepared the following traffic and circulation study for the Alexa Court Project proposed in the City of Paso Robles. The study evaluates potential traffic and circulation impacts associated with the project and identifies mitigation measures where appropriate.

We appreciate the opportunity to assist you with the project.

Associated Transportation Engineers

By: Richard L. Pool, PE
President



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INTRODUCTION

Associated Transportation Engineers (ATE) has prepared the following traffic and circulation study for the Alexa Court Hotel Project (the "Project"). The study analyzes existing and future traffic conditions within the Project study-area and evaluates the Project's effects on the key roadways and intersections in the vicinity of the site. Mitigation measures are outlined for the transportation facilities that are forecast to exceed adopted standards.

PROJECT DESCRIPTION

The Project site is located on a vacant lot on Alexa Court in the southern portion of the City of Paso Robles. Figure 1 shows the location of the Project site. The Project includes development of a 38-room boutique hotel with related amenities (reception area, fitness room, pool, onsite parking, etc.). Access is proposed via one driveway connection to Alexa Court. The Project site plan is illustrated on Figure 2. The Project is anticipated to be open in 2019.

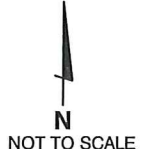
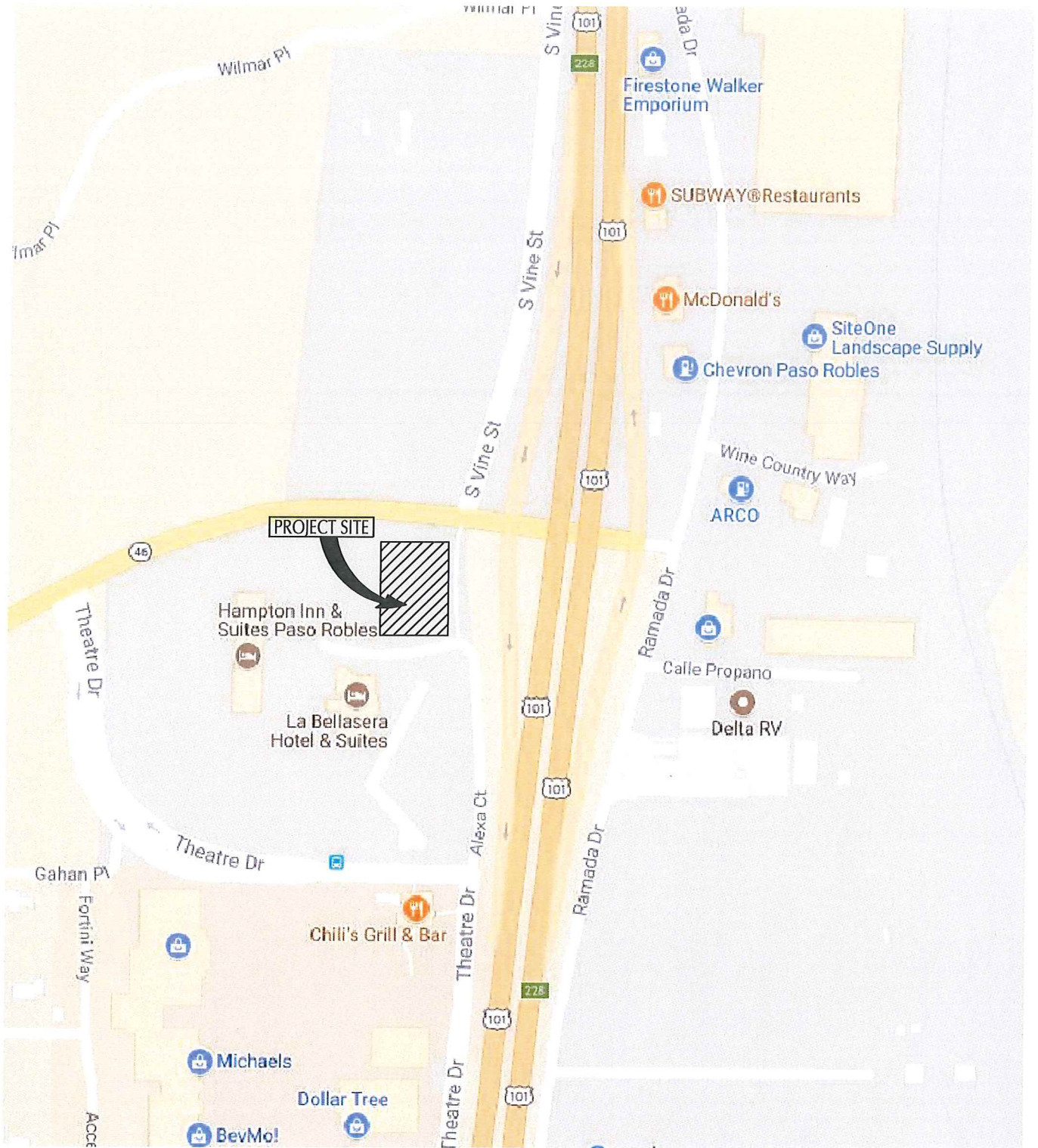
SCOPE OF WORK AND STUDY METHODOLOGY

The scope of work for the traffic study was developed jointly by ATE and City of Paso Robles staff. The scope of work developed for the traffic study is outlined below.

Traffic Scenarios. Traffic operations are analyzed for the following scenarios:

- 1) Existing Conditions
- 2) Existing + Project Conditions
- 3) Cumulative Conditions (Existing + Approved Projects + Pending Projects)
- 4) Cumulative + Project Conditions

Study-Area Facilities. The roadways and intersections included in the traffic study were identified based on the level of traffic that would be generated by the Project. Both local and regional facilities are analyzed in the study, as listed in Table 1.



NOT TO SCALE

FIGURE 1

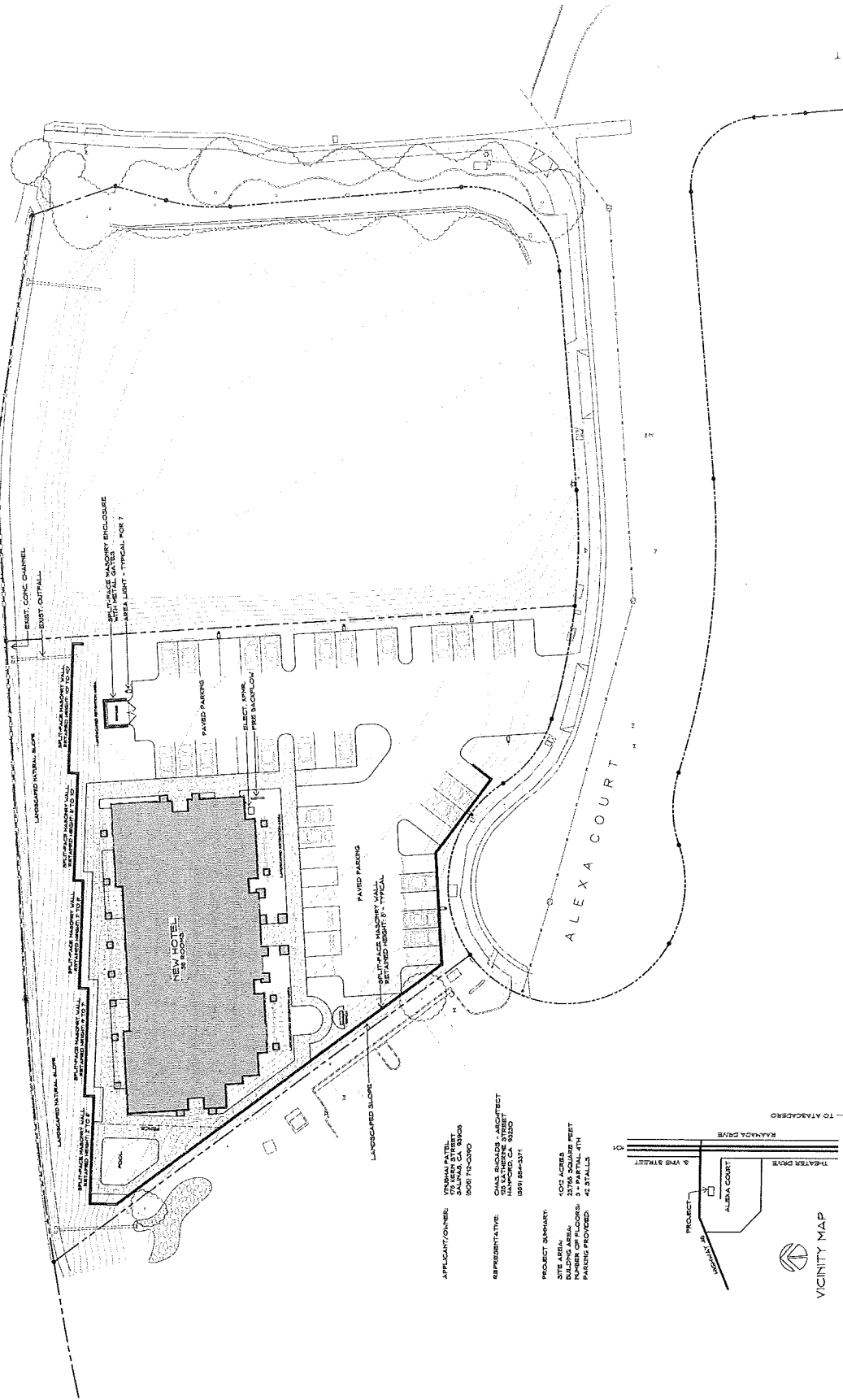


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PROJECT SITE LOCATION

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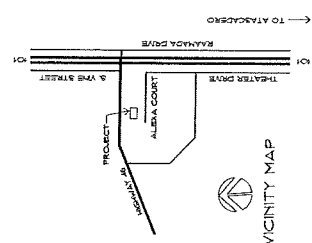
HIGHWAY 46 (WEST)



APPLICANT/OWNER: VIKRAM PATEL
 275 WEST 21ST STREET
 SUITE 200
 BOULDER CO 80501

REPRESENTATIVE: CHAS BUCKLER - ARCHITECT
 100 LAURENCE STREET
 BOULDER CO 80501

PROJECT SUMMARY:
 100+ ACRES
 BUILDING AREA: 23706 SQUARE FEET
 BUILDING HEIGHT: 4 PARTIAL 4TH FLOOR
 PARKING PROVIDED: 42 SPACES



Site Development Plan

PROJECT SITE PLAN

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**Table 1
Study-Area Roadways and Intersections**

Freeway Segments	Surface Roadways	Intersections
US 101 n/o SR 46W(a) US 101 s/o SR 46W(a)	SR 46W w/o US 101(b) Vine Street n/o SR 46W(c) Theatre Drive s/o SR 46W(c) Ramada Drive n/o SR 46W(c) Ramada Drive s/o SR 46W(d)	SR 46W/Gahan Pl(b) SR 46W/Theatre Dr(b) SR 46W/Vine St(b) SR 46W/US 101 SB(b) SR 46W/US 101 NB(b) SR 46W/Ramada Dr(b)

- (a) State highway - traffic operations assessed using Caltrans criteria for freeways.
- (b) State highway - traffic operations assessed for intersections along SR 46W using Caltrans criteria for intersections.
- (c) City facility - traffic operations assessed using City of Paso Robles criteria.
- (d) County facility - traffic operations assessed using County criteria.

Peak Summer Friday Analysis. The study also provides an analysis of potential traffic impacts at the signalized intersections along the SR 46W corridor during the Peak Summer Friday afternoon period. Traffic volumes along the SR 46W corridor are higher on Friday afternoons during the Summer months when people travel from the San Joaquin Valley to the Central Coast for weekend recreation (see Peak Summer Friday Analysis section).

Peak Summer Sunday Analysis. The study also provides an analysis of potential traffic impacts at the signalized intersections along the SR 46W corridor during the Peak Summer Sunday afternoon period. This time period captures traffic related to people returning to the San Joaquin Valley after weekend recreation on the Central Coast (see Peak Summer Sunday section).

San Luis Obispo County Facilities. The study also addresses traffic operations and potential impacts to the US 101/Main Street interchange located in San Luis Obispo County to the south as well as to the County segment of Ramada Drive south of SR 46W (see County of San Luis Obispo Impacts section).

LEVEL OF SERVICE STANDARDS

"Levels of Service" (LOS) are used to rate traffic operations, with LOS A indicating very good operations and LOS F indicating poor operations. A summary of level of service definitions is provided in Table 2.

**Table 2
Level of Service Definitions**

LOS	Definition
A	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

Caltrans Standards

Both US 101 and SR 46W are under the jurisdiction of Caltrans. For US 101, Caltrans District 5 has established level of service goals in their Transportation Planning Fact Sheet and Transportation Concept Report.¹ LOS D is the minimum operating standard for US 101 in the Paso Robles area. For SR 46W, Caltrans has developed a Transportation Planning Fact Sheet and a Corridor System Management Plan.² However, level of service standards are not provided in the Transportation Planning Fact Sheet or in the Corridor System Management Plan developed for SR 46. According to *Caltrans Guide for the Preparation of Traffic Impact Studies*,³ Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D - which means that LOS C is considered acceptable. For the purposes of this study, LOS C is considered acceptable for the intersections located along SR 46W, with mitigation required for LOS D, LOS E and LOS F.

¹ Transportation Planning Fact Sheet for U.S Route 101 in San Luis Obispo County, California
Department of Transportation, District 5, September 2009.

Transportation Concept Report for US Route 101 in Caltrans District 5, California Department of Transportation, District 5, October 2001.

² Transportation Planning Fact Sheet, State Route 46 in San Luis Obispo County, Caltrans, September 2009.

State Route 46 Corridor System Management Plan, San Luis Obispo County, Caltrans, June 2009.

³ Caltrans Guide for the Preparation of Traffic Impact Studies, Caltrans, December 2002.

City of Paso Robles Standards

Vine Street, Theatre Drive, and Ramada Drive north of SR 46W are located in the City of Paso Robles. The standards and policies outlined in the City's Circulation Element⁴ were used to assess potential impacts to these facilities (see City of Paso Robles Circulation Element Consistency section of this report).

County of San Luis Obispo Standards

The segment of Ramada Drive south of SR 46W extends into San Luis Obispo County. The County of San Luis Obispo has adopted LOS C as the minimum standard for traffic operations for this roadway (see County of San Luis Obispo Impacts section of this report for potential impacts to this roadway segment).

EXISTING CONDITIONS

Street Network

The study-area street network is shown in Figure 3. The following text provides a brief discussion of the study-area street network.

US 101 is four-lane freeway in the study area. Freeway access to/from the Project site is provided via ramps at the US 101/SR 46W interchange.

SR 46W is a two-lane highway that extends west from US 101 to SR 1 near Cambria. SR 46 also extends east of US 101 (SR 46E), connecting the City and Paso Robles with the San Joaquin Valley.

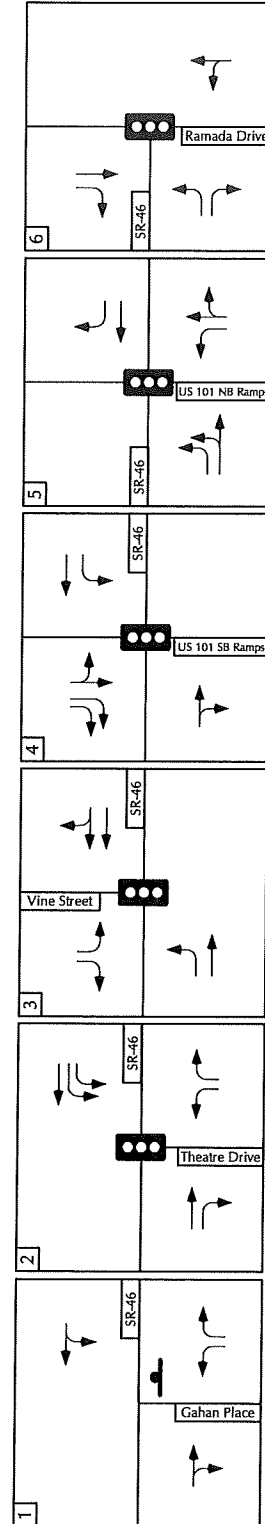
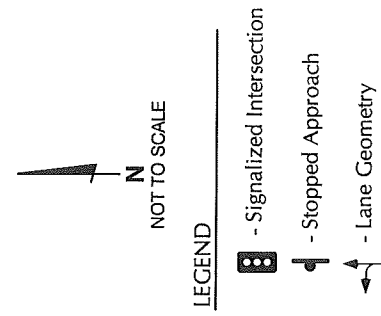
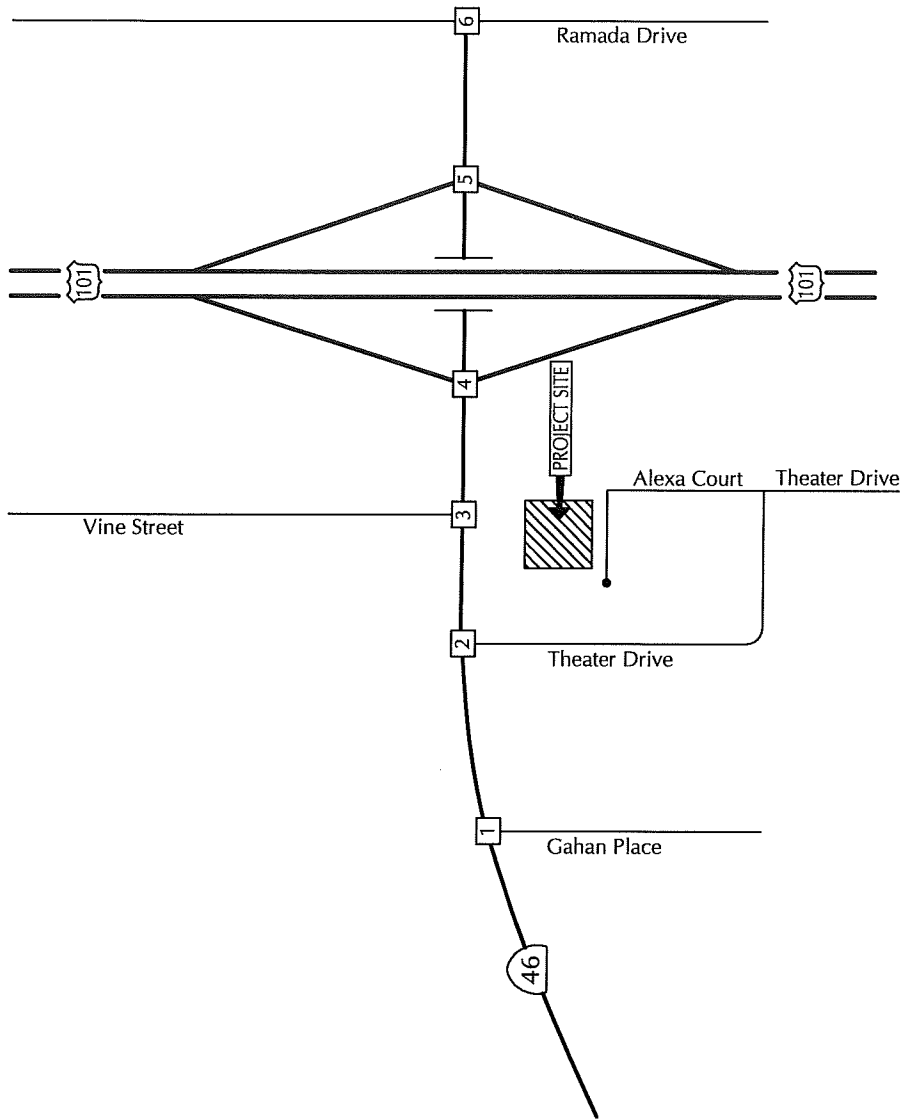
Vine Street, classified as an Arterial road by the City, is a two-lane road that fronts the west side of US 101. Vine Street extends northerly from SR 46W into the City of Paso Robles.

Theatre Drive, also classified as an Arterial road by the City, is a two-lane road that fronts the west side of US 101. Theatre Drive extends south from SR 46W to the US 101/Main Street interchange south of the City of Paso Robles.

Alexa Court is a local road that extends north from Theatre Drive. The roadway terminates at a cul-de-sac adjacent to the Project site.

Ramada Drive, classified as a Local road by the City, is a two-lane road that fronts the east side of US 101. The segment of Ramada Drive north of SR 46W is located within the City of Paso Robles and the segment south of SR 46W extends into San Luis Obispo County.

⁴ City of Paso Robles General Plan 2011 Circulation Element, Fehr & Peers, February 2011.



3

FIGURE

EXISTING STREET NETWORK

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Existing Freeway Operations

Existing AM and PM peak hour traffic volumes for US 101 are illustrated on Figure 4. Existing levels of service were calculated for the US 101 freeway segments using the operations method outlined in the Highway Capacity Manual (HCM).⁵ The performance of US 101 can be characterized by density in passenger cars per mile per lane (pc/mi/ln), average speed in miles per hour (mph), and the ratio of volume-to-capacity (v/c). As outlined in the HCM, density is the performance measure used to rate freeway levels of service. Table 3 presents the Existing densities and levels of service for US 101.

**Table 3
Existing Freeway Operations**

Segment/Direction	Lanes	AM Peak Hour		PM Peak Hour	
		Density(a)	LOS(b)	Density(a)	LOS(b)
US 101 - North of SR 46W					
Northbound	2	18.3	LOS C	25.0	LOS C
Southbound	2	23.8	LOS C	17.0	LOS B
US 101 - South of SR 46W					
Northbound	2	16.6	LOS B	19.1	LOS C
Southbound	2	18.9	LOS C	13.5	LOS B

(a) Density in passenger car equivalents per lane per mile.

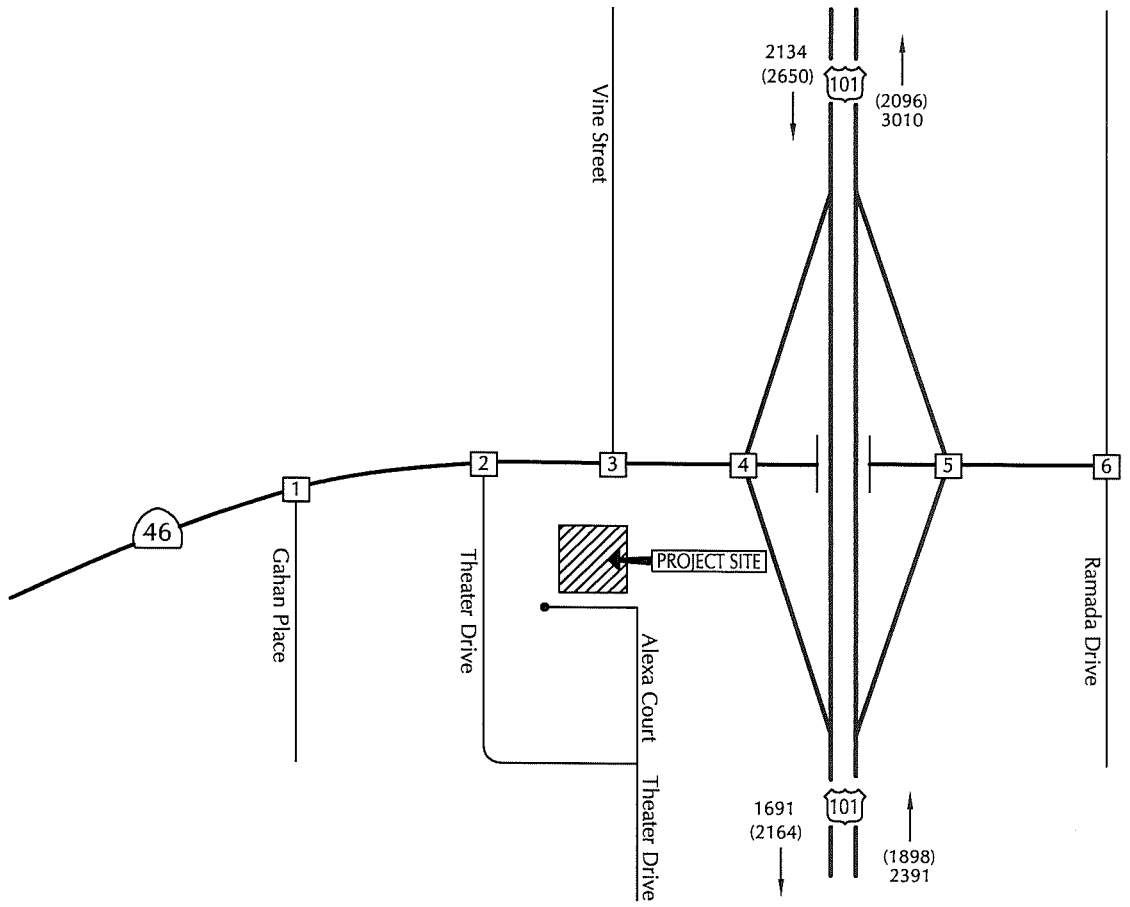
(b) LOS based on density pursuant to HCM.

As shown in Table 3, the segments of US 101 adjacent to SR 46W operate at LOS C or better during the AM and PM peak periods, which meets Caltrans' LOS D target for US 101.

Existing Intersection Operations

Because traffic flow on street networks is most restricted at intersections, detailed analyses of traffic conditions examine operations of key intersections during peak commuter travel periods (typically 7-9 AM and 4-6 PM). Existing AM and PM peak hour traffic volumes for the study-area intersections are illustrated on Figure 4. Existing AM and PM peak hour pedestrian volumes for the study-area intersections are illustrated on Figure 5. Existing AM and PM peak hour bicycle volumes for the study-area intersections are illustrated on Figure 6.

⁵ Highway Capacity Manual, Transportation Research Board, 2016.



1	2	3	4	5	6
(282)305 (0)1 427(251) 12(9) (1)0 (6)7	(259)262 (235)372 370(233) 51(27) (109)355 (23)33	31(43) 159(111) (26)50 (382)481 219(73) 497(269)	183(251) 381(306) (99)150 (21)62 467(262) 59(50)	(173)326 (79)143 (101)69 (36)62 424(162) 236(358)	20(34) 248(152) 180(255) 147(206) (36)34 (98)221

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LEGEND

(XX)XX - (A.M.)P.M. Peak Hour Volume

↑
(XX) XX - Freeway Forecasts

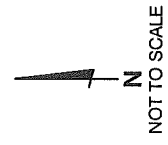
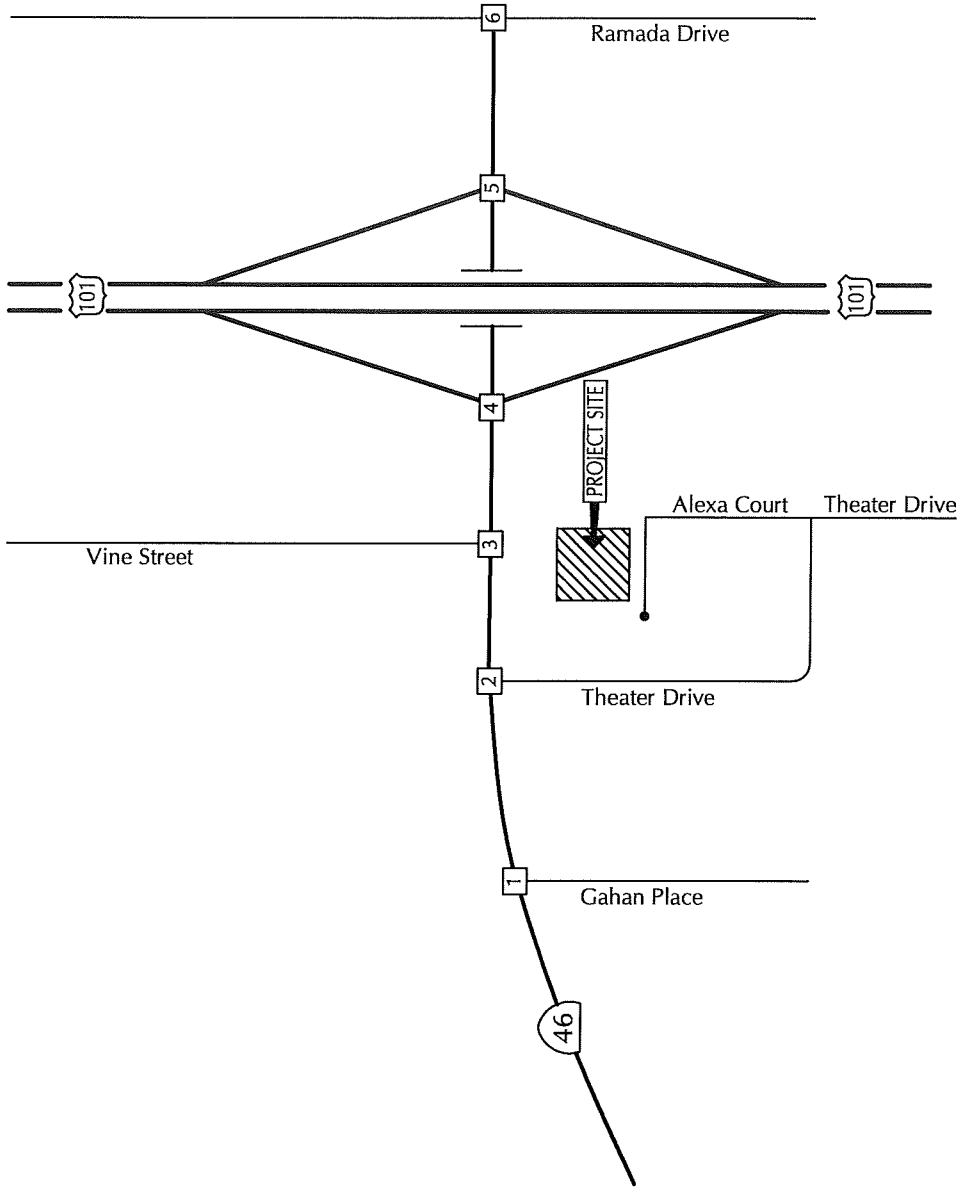
EXISTING TRAFFIC VOLUMES

FIGURE 4

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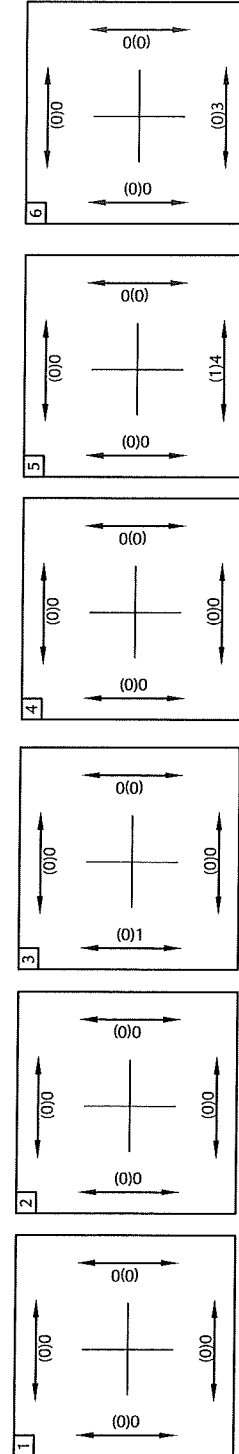


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LEGEND

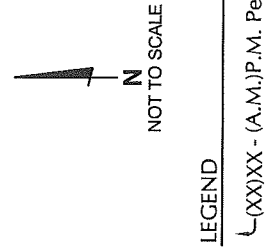
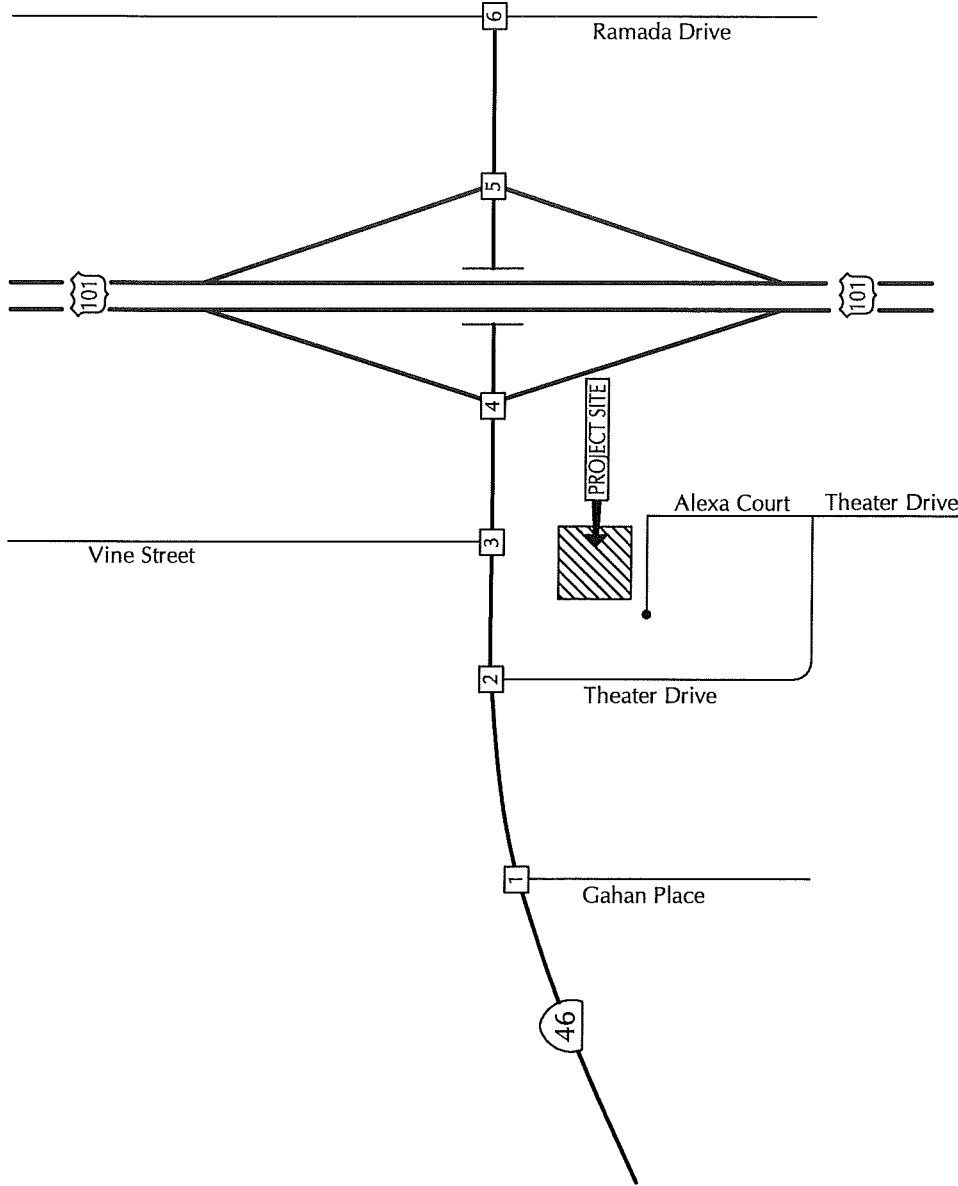
(XX)XX - (A.M.)P.M. Peak Hour Volume



EXISTING PEDESTRIAN VOLUMES

FIGURE 5

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LEGEND

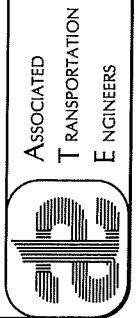
└──(XX)XX - (A.M.)P.M. Peak Hour Volume

1		
2		
3		
4		
5		
6		

EXISTING BICYCLE VOLUMES

FIGURE 6

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Existing levels of service were calculated for the study-area intersections using the SYNCHRO traffic modeling program, which implements the operations method outlined in the HCM. The SYNCHRO traffic modeling program was coded to replicate field conditions for the level of service analysis. Table 4 presents the Existing levels of service for the study-area intersections.

It is important to note that the US 101/SR 46W interchange is configured as a "tight diamond" with the adjacent frontage roads being less than 100 feet from the US 101 ramp intersections. All four intersections are signalized. Due to their close spacing, the two intersections on the west side of the interchange (SR 46W/US 101 SB and SR 46W/Vine) operate as a single unit and their level of service is therefore calculated as such. Similarly, the two intersections on the east side of the interchange (SR 46W/US 101 NB and SR 46W/Ramada) operate as a single unit and their level of service is therefore calculated as such.

**Table 4
Existing Intersection Operations**

Intersection	Control	Delay Per Vehicle/LOS(a)	
		AM Peak	PM Peak
SR 46W/Gahan Pl	1-Way Stop	12.3 Sec./LOS B	17.2 Sec./LOS C
SR 46W/Theatre Dr	Signal	10.8 Sec./LOS B	13.1 Sec./LOS B
SR 46W/US 101 SB(b) SR 46W/Vine St(b)	Signal	24.0 Sec./LOS C	29.2 Sec./LOS C
SR 46W/US 101 NB(c) SR 46W/Ramada Dr(c)	Signal	24.4 Sec./LOS C	29.4 Sec./LOS C

- (a) LOS based on average delay per vehicle in seconds pursuant to the HCM operations methodology.
- (b) LOS represents average delay per vehicle for all movements using the SR 46W/US 101 SB and SR 46W/Vine Street intersections since they operate as a single unit.
- (c) LOS represents average delay per vehicle for all movements using the SR 46W/US 101 NB and SR 46W/Ramada Drive intersections since they operate as a single unit.

The data in Table 4 show that the study-area intersections operate at LOS C or better during the AM and PM peak hour periods, which meet the Caltrans LOS C standard.

EXISTING + PROJECT CONDITIONS

Project Trip Generation

Trip generation estimates were calculated for the Project using the Hotel rates (Land Use Code 310) provided in the Institute of Transportation Engineers' "Trip Generation" manual.⁶ Table 5 shows the trip generation estimates for the Project (a worksheet showing the trip generation calculations is contained in the Technical Appendix for reference).

⁶ Trip Generation, Institute of Transportation Engineers, 9th Edition, 2012.

**Table 5
Project Trip Generation**

Land Use	Size	Daily		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Hotel(a)	38 Rooms	8.17	310	0.53	20	0.60	23

(a) Trip generation calculated using ITE Hotel rates (Land Use Code 310).

As shown in Table 5, the Project would generate 310 average daily trips (ADT), with 20 trips occurring during the AM peak hour and 23 trips occurring during the PM peak hour.

Project Trip Distribution

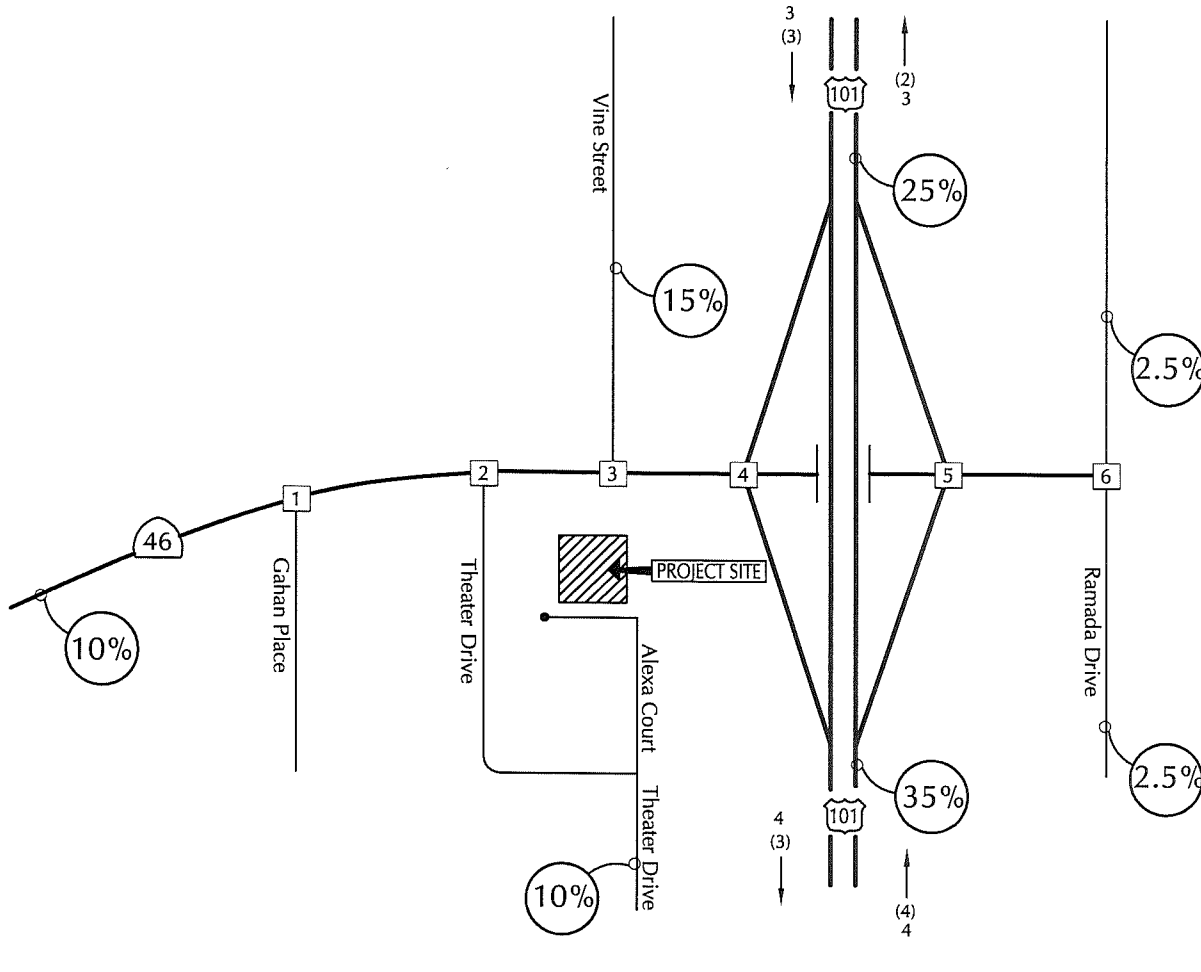
The trip distribution pattern for the Project is listed in Table 6. The distribution percentages were developed from marketing data and traffic studies prepared for other hotel projects in the area, as well as consideration of the traffic patterns and land uses in the area. Figure 7 illustrates the distribution and assignment of Project traffic for the AM and PM peak hour periods.

**Table 6
Project Trip Distribution**

Origin/Destination	Direction	Percent
US 101	North	25%
US 101	South	35%
Vine Street	North	15%
SR 46(W)	West	10%
Theatre Drive s/o Site	South	10%
Ramada Drive n/o SR 46(W)	East	2.5%
Ramada Drive s/o SR 46(W)	East	2.5%
Total		100%

Existing + Project Freeway Operations

Levels of service were calculated for US 101 using the Existing + Project peak hour volumes shown on Figure 8. Existing + Project levels of service are listed in Table 7.



1	2	3	4	5	6
(1)1	(10)10 1(1)1 6(9)11	2(2)8 2(1)5 7(5)11	3(3)5 3(2)3 4(3)3	(1)1 3(2)4 0(0)4	1(1)0 0(0)0 0(0)0

LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

○% - Distribution Percentage

↑(XX)XX - Freeway Forecasts

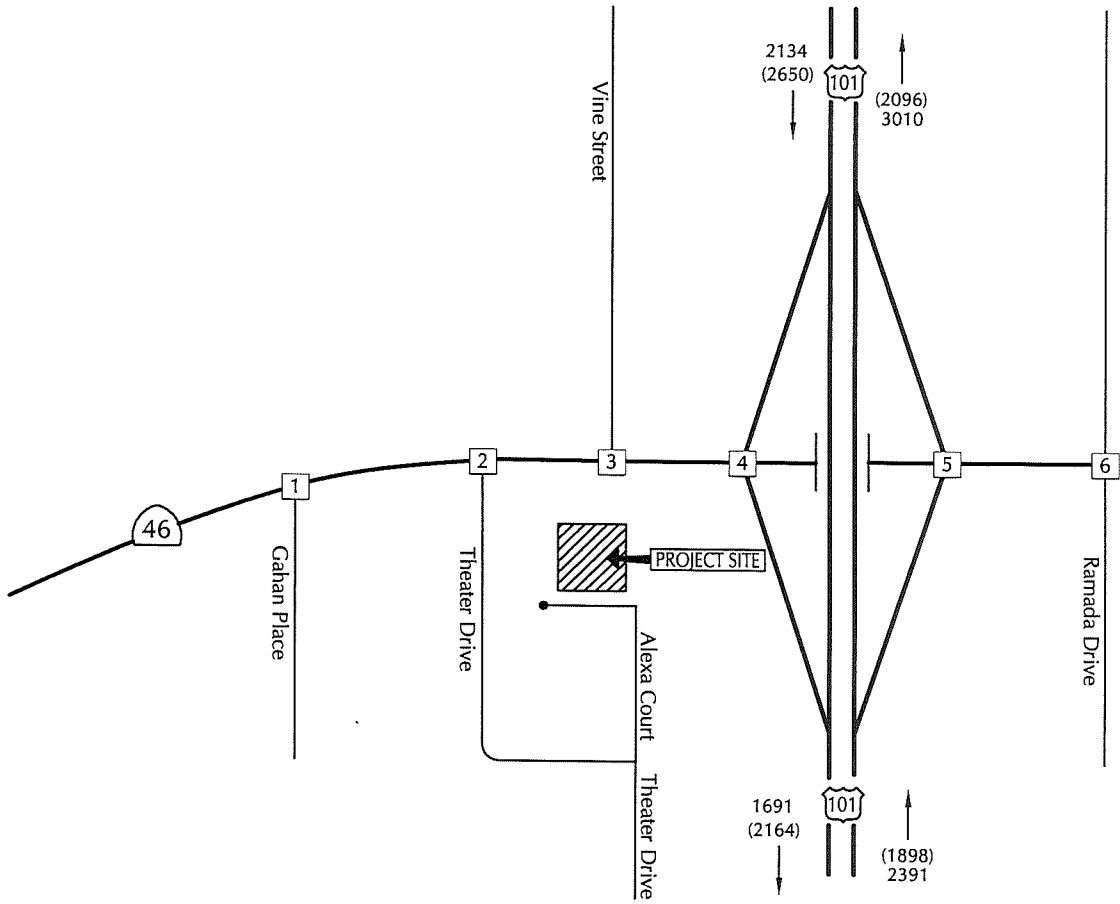
PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 7

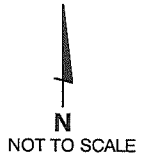
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1	2	3	4	5	6
428(252) 12(9) (110) (67)	370(233) 52(28) (115)364 (24)34	31(43) 161(113) (26)50 (390)489 221(74) 504(274)	183(251) 384(309) (104)155 (21)62 470(264) 63(53)	(173)326 (80)144 427(164) 236(358) (101)69 (40)66	20(34) 249(153) 180(255) 147(206) (36)34 (98)221



LEGEND
 (XX)XX - (A.M.)P.M. Peak Hour Volume

EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 8

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**Table 7
Existing + Project Freeway Operations**

Segment/Direction	AM Peak Hour		PM Peak Hour		Impact?
	Density(a)	LOS(b)	Density(a)	LOS(b)	
US 101 - North of SR 46W					
Northbound	18.3	LOS C	25.0	LOS C	NO
Southbound	23.8	LOS C	17.1	LOS B	NO
US 101 - South of SR 46W					
Northbound	16.6	LOS B	19.2	LOS C	NO
Southbound	19.0	LOS C	13.5	LOS B	NO

(a) Density in passenger car equivalents per lane per mile.

(b) LOS based on density pursuant to HCM.

The level of services presented in Table 7 show that the segments of US 101 adjacent to SR 46W are forecast to operate at LOS C or better under Existing + Project conditions, which meet the Caltrans LOS D standard. Thus, the Project would not significantly impact US 101 under Existing + Project conditions.

Existing + Project Intersection Operations

Existing + Project levels of service were calculated for the study-area intersections using the AM and PM peak hour volumes shown on Figure 8. The Existing + Project level of service forecasts are shown in Table 8.

**Table 8
Existing + Project Intersection Operations**

Intersection	Delay Per Vehicle/LOS(a)		Impact?
	AM Peak	PM Peak	
SR 46W/Gahan Pl	12.4 Sec./LOS B	17.2 Sec./LOS C	NO
SR 46W/Theatre Dr	10.1 Sec./LOS B	13.3 Sec./LOS B	NO
SR 46W/US 101 SB(b) SR 46W/Vine St(b)	24.1 Sec./LOS C	29.7 Sec./LOS C	NO
SR 46W/US 101 NB(c) SR 46W/Ramada Dr(c)	24.4 Sec./LOS C	29.4 Sec./LOS C	NO

(a) LOS based on average delay per vehicle in seconds pursuant to the HCM operations methodology.

(b) LOS represents average delay per vehicle for all movements using the SR 46W/US 101 SB and SR 46W/Vine Street intersections since they operate as a single unit.

(c) LOS represents average delay per vehicle for all movements using the SR 46W/US 101 NB and SR 46W/Ramada Drive intersections since they operate as a single unit.

The data presented in Table 8 show that the study-area intersections are forecast to operate at LOS C or better with Existing + Project traffic, which meet the Caltrans LOS C standard. Thus, the Project would not significantly impact the study-area intersections under Existing + Project conditions.

SITE ACCESS AND CIRCULATION

Access to the Project site is proposed via one driveway connection to Alexa Court (see Figure 2 – Project Site Plan). Review of the site access system found that it will accommodate traffic entering and exiting the site without causing delays or safety issues. There would be total of 20 vehicles using the driveway during the AM peak hour period and 23 vehicles using the driveway during the PM peak hour period. These low volumes represent LOS A operations.

CUMULATIVE ANALYSIS

Traffic Forecasts

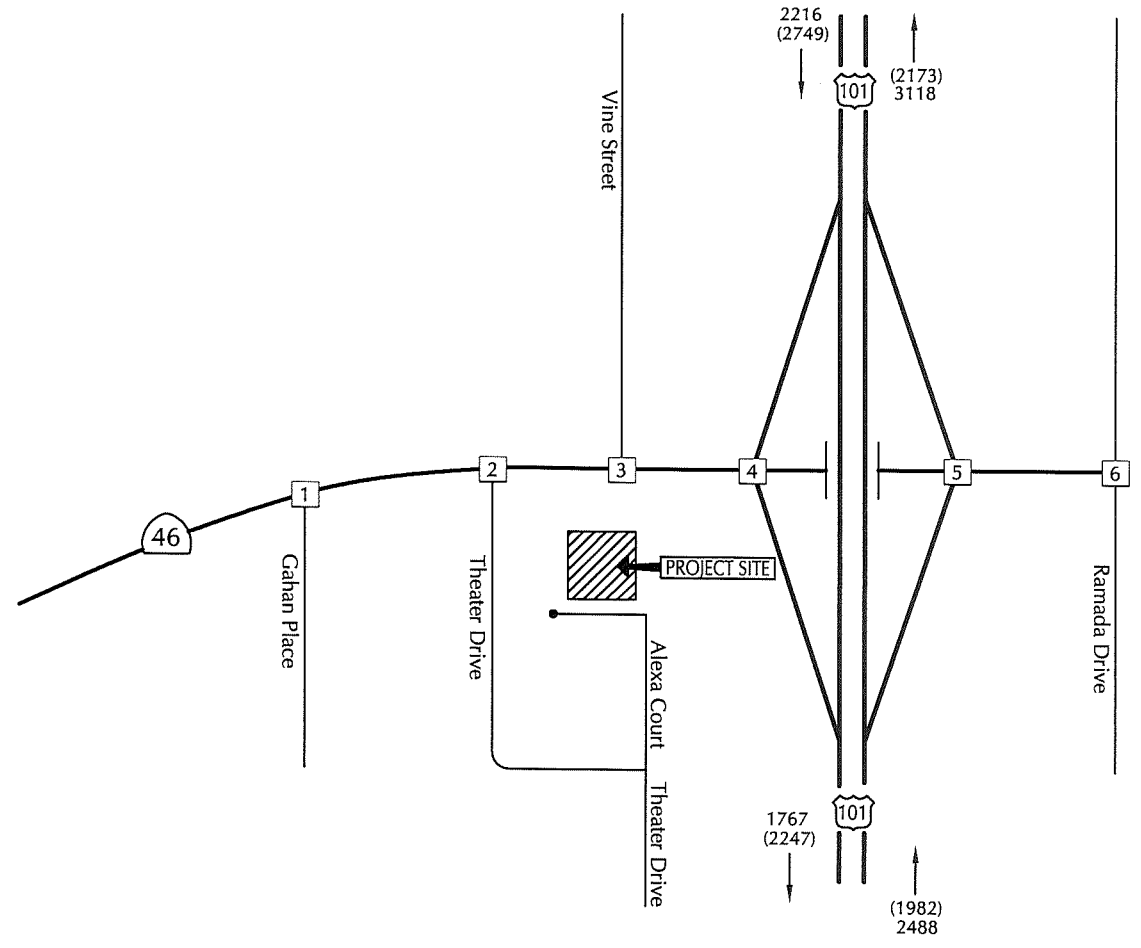
The Project is anticipated to be open in 2019. Cumulative traffic volumes were forecast for the study area using a list of approved and pending projects provided by City staff (a copy of the cumulative project list is contained in the Technical Appendix for reference). There are two projects that will directly affect traffic operations along the SR 46W corridor: 1) the approved Marriott Residence Inn Project located northwest of the SR 46W/Vine Street intersection and 2) the pending Hyatt Place Hotel Project proposed on the northwest corner of Theatre Drive/Alexa Court. Traffic generated by these two cumulative projects was distributed and assigned to the study-area street network based on traffic studies prepared for each project.⁷ A 1% per year growth factor was also applied to the Existing traffic volumes to account for traffic generated by other cumulative projects not located in the study area. Since the Existing traffic volumes were collected in April 2016, a total of 3% growth was added to the Existing volumes to account for background growth until the Project is open in 2019.

NOTE: The City is processing an annexation proposal for the “Paso Robles Gateway Project”, a potential future project being considered in the area northwest of the US 101/SR 46W interchange. The Paso Robles Gateway Project includes realignment of Vine Street to the west with a new connection at the existing SR 46W/Theatre Drive intersection. Realignment of Vine Street will add capacity to the street network and improve operations at the US 101/SR 46W interchange. However, the Paso Robles Gateway Project is not included in the cumulative scenario since those future developments are anticipated to occur within the Year 2020-2035 time frame – which is beyond the “Near-Term” cumulative scenario (3-5 years) outlined in the City’s Transportation Impact Analysis Guidelines.⁸

Cumulative traffic volume forecasts are shown on Figure 9. Project traffic was then layered onto the Cumulative traffic forecasts for the Cumulative + Project analyses. Cumulative + Project volumes are shown on Figure 10.

⁷ Traffic and Circulation Study for the Marriott Residence Inn Project, Associated Transportation Engineers, August 2013.
Traffic and Circulation Study for the Hyatt Place Hotel Project, Associated Transportation Engineers, May 2016.

⁸ Transportation Impact Analysis Guidelines, Final Report, Fehr & Peers, July 2013.



1	2	3	4	5	6
(296)322 (0)1 447(267) 12(9) (1)10 (6)7	(271)275 (269)411 385(245) 56(31) (134)392 (26)37	60(66) 178(126) (59)81 (412)514 237(88) 530(291)	188(259) 410(334) (134)185 (22)64 502(287) 86(71)	(178)336 (86)152 455(181) 246(372) (104)71 (64)89	21(35) 257(159) 187(265) 152(213) (37)35 (104)232

N
NOT TO SCALE

LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

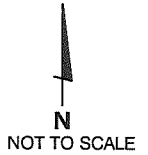
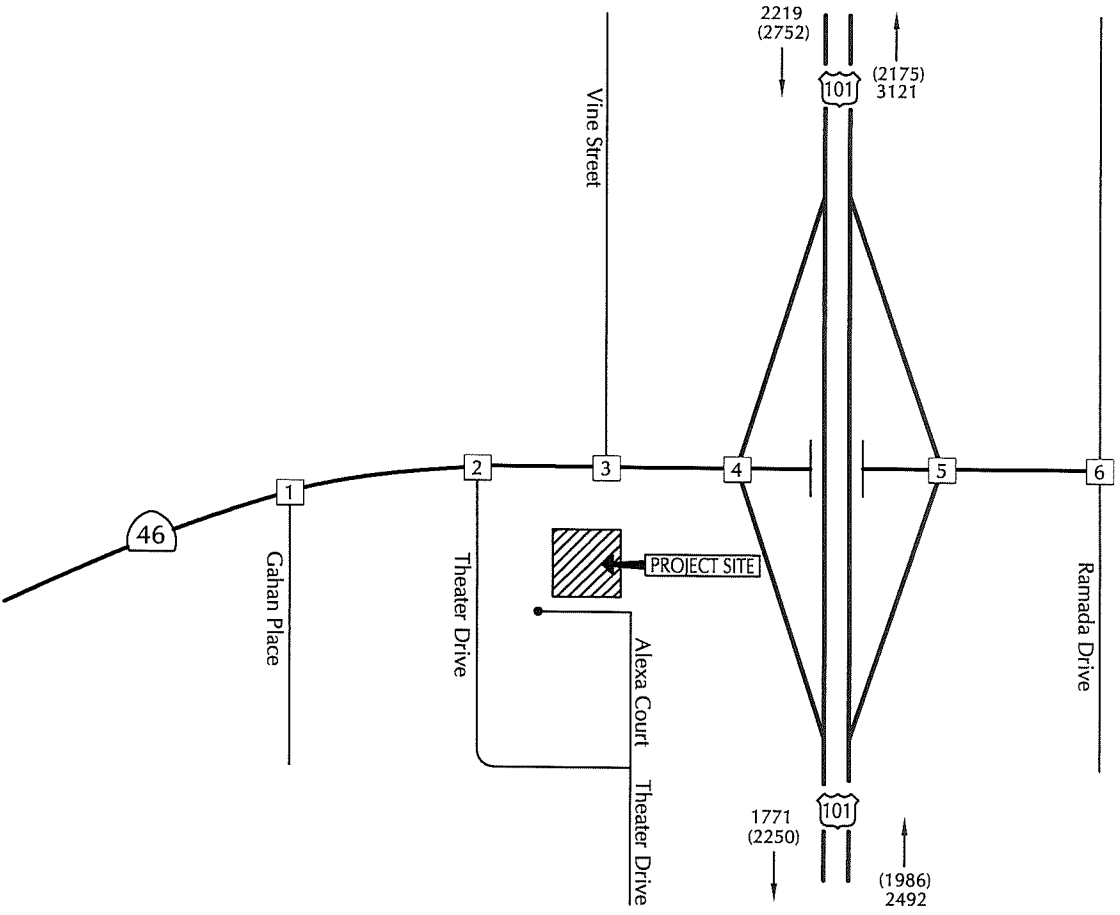
↑
(XX) XX - Freeway Forecasts

CUMULATIVE TRAFFIC VOLUMES

FIGURE 9



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LEGEND

(XX)XX - (A.M.)P.M. Peak Hour Volume

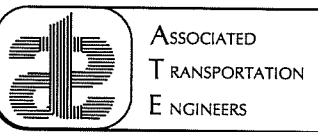
↑ (XX) XX - Freeway Forecasts

1	2	3	4	5	6
(297)323 ↓ (0)1 448(268) ↓ 12(9) (1)0 ↓ (6)7	(271)275 ↓ (279)421 385(245) ↓ 57(32) (1)40 ↓ (27)38 (1)40 ↓ (4)01	60(66) ↓ 180(128) (59)81 ↓ (420)522 239(89) ↓ 537(296)	188(259) ↓ 413(337) (139)190 ↓ (22)64 505(289) ↓ 90(74)	(178)336 ↓ (87)153 458(183) ↓ 246(372) (1)04 ↓ (6)8)93 (1)04)71	21(35) ↓ 258(160) 187(265) ↓ 152(213) (37)35 ↓ (1)04)232

CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 10

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Cumulative and Cumulative + Project Freeway Operations

Levels of service were calculated for US 101 using the Cumulative and Cumulative + Project peak hour volumes shown on Figures 9 and 10. Cumulative and Cumulative + Project level of service forecasts for US 101 are shown in Table 9.

**Table 9
Cumulative and Cumulative + Project Freeway Operations**

Segment/Direction	Density/LOS(a)				Impact?
	AM Peak Hour		PM Peak Hour		
	Cumulative	Cumulative + Project	Cumulative	Cumulative + Project	
US 101 - North of SR 46W					
Northbound	19.0/LOS C	19.0/LOS C	26.2/LOS D	26.2/LOS D	NO
Southbound	24.9/LOS C	25.0/LOS C	17.7/LOS B	17.7/LOS B	
US 101 - South of SR 46W					
Northbound	17.3/LOS B	17.3/LOS B	20.0/LOS C	20.0/LOS C	NO
Southbound	19.7/LOS C	19.7/LOS C	14.1/LOS B	14.1/LOS B	

(a) Density in passenger car equivalents per lane per mile. LOS based on density pursuant to HCM.

The levels of service presented in Table 9 show that the segments of US 101 adjacent to SR 46W are forecast to operate at LOS D or better under Cumulative and Cumulative + Project conditions, which meets the Caltrans LOS D standard. Thus, the Project would not contribute to significant cumulative impacts to US 101.

Cumulative and Cumulative + Project Intersection Operations

Levels of service were calculated for the study-area intersections using the Cumulative and Cumulative + Project AM and PM peak hour volumes shown on Figures 9 and 10. Table 10 compares the level of service forecasts.

**Table 10
Cumulative and Cumulative + Project Intersection Operations**

Intersection	Delay Per Vehicle/LOS(a)				Impact?
	AM Peak Hour		PM Peak Hour		
	Cumulative	Cumulative + Project	Cumulative	Cumulative + Project	
SR 46W/Gahan Pl	12.6 Sec./LOS B	12.7 Sec./LOS B	17.9 Sec./LOS C	18.0 Sec./LOS C	NO
SR 46W/Theatre Dr	10.1 Sec./LOS B	10.2 Sec./LOS B	13.7 Sec./LOS B	13.8 Sec./LOS B	NO
SR 46W/US 101 SB(b) SR 46W/Vine St(b)	25.1 Sec./LOS C	25.2 Sec./LOS C	30.6 Sec./LOS C	30.8 Sec./LOS C	NO
SR 46W/US 101 NB(c) SR 46W/Ramada Dr(c)	24.1 Sec./LOS C	24.2 Sec./LOS C	29.3 Sec./LOS C	29.8 Sec./LOS C	NO

(a) LOS based on average delay per vehicle in seconds pursuant to the HCM operations methodology.

(b) LOS represents average delay per vehicle for all movements using the SR 46W/US 101 SB and SR 46W/Vine Street intersections since they operate as a single unit.

(c) LOS represents average delay per vehicle for all movements using the SR 46W/US 101 NB and SR 46W/Ramada Drive intersections since they operate as a single unit.

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As shown in Table 10, the study-area intersections are forecast to operate at LOS C or better under Cumulative and Cumulative + Project conditions, which meet the Caltrans LOS C standard. Thus, the Project would not contribute to significant cumulative impacts to the study-area intersections.

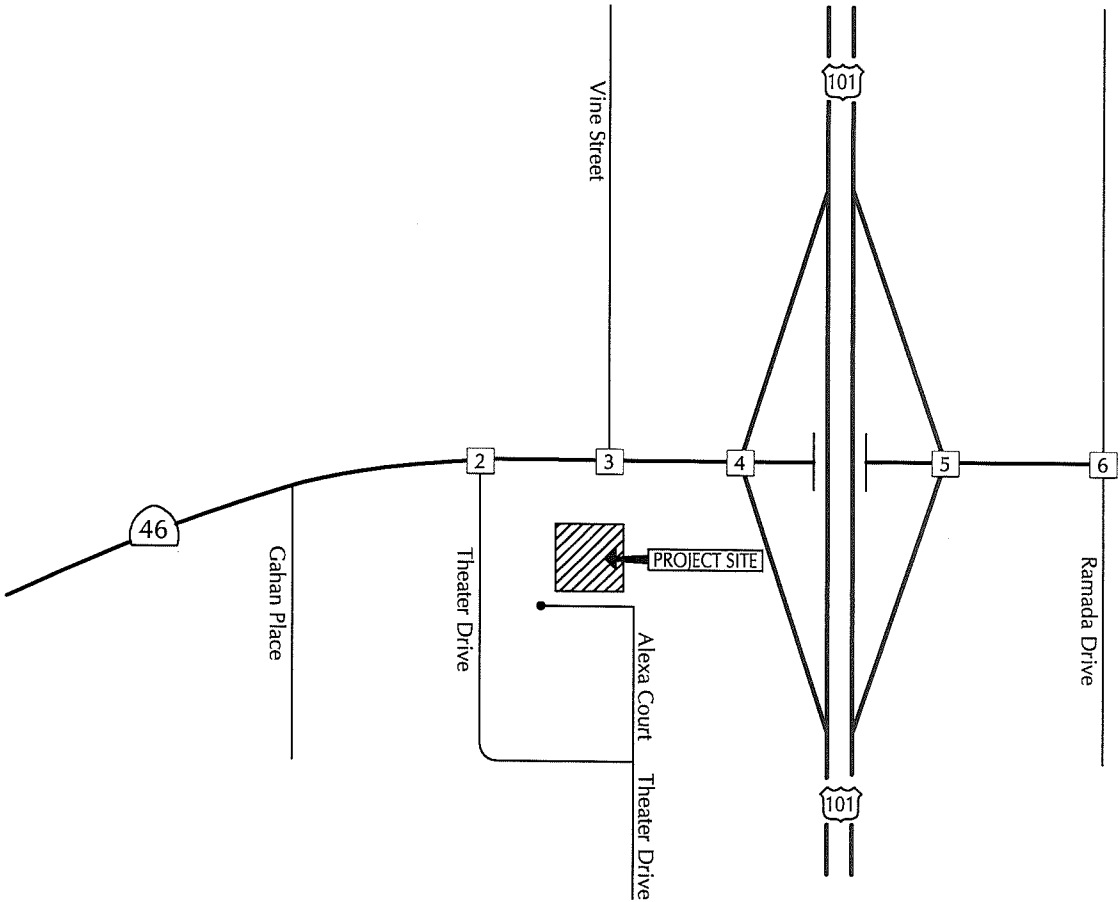
PEAK SUMMER FRIDAY ANALYSIS

Traffic volumes along the SR 46W corridor are higher on Friday afternoons during the peak Summer months when people are traveling from the San Joaquin Valley to the Central Coast for weekend recreation. Traffic counts were collected at the signalized intersections along the SR 46W corridor during the Peak Summer Friday period (traffic counts are included in Technical Appendix). The Peak Summer Friday counts were collected from 12 Noon to 6:00 PM and include the number of standard vehicles, heavy vehicles (trucks & RVs), pedestrian, and bikes traversing the intersections.

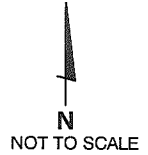
Figure 11 illustrates the Peak Summer Friday traffic volumes. The Peak Summer Friday traffic volumes are higher on the US 101 SB Off-Ramp and at the intersections on the west side of the interchange when compared to the typical weekday PM peak hour period. These higher volumes are typical for the Friday afternoon period during the peak Summer months when people from the San Joaquin Valley travel to the coast for weekend recreation.

The Peak Summer Friday counts show low levels of pedestrian and bike activity. There were 0-3 pedestrians crossing the study intersections during the Peak Summer Friday peak hour period; and 1 bike movement was recorded at SR 46W/Theatre Drive, SR 46W/Vine Street, SR 46W/US 101 Southbound, and at SR 46W/US 101 Northbound. The pedestrian and bike movements were included in the following operational analysis.

Table 11 presents the Existing levels of service for the Peak Summer Friday peak hour period. For comparison, the table also lists the Weekday PM peak hour levels of service.



2		3		4		5		6	
	391 ↓	58 ↓	46 ↓	220 ↓	162 ↓	326 ↓	52 ↓	244 ↓	63 ↑
	368 ↓	167 ↓	645 ↓	8 ↓	74 ↓	143 ↓	291 ↓	184 ↓	253 ↑
479 ←	335 ←	328 ←	417 ←	424 ←	69 ←	62 ←	244 ←	253 ←	
58 ←	32 ←	425 ←	52 ←	236 ←			184 ←		



LEGEND

└──(XX)XX - P.M. Peak Hour Volume

↑ (XX) XX - Freeway Forecasts

Existing Peak Summer Friday Traffic Volumes



**Table 11
Existing Peak Summer Friday Peak Hour Intersection Operations**

Intersection	Control	Delay Per Vehicle/LOS(a)	
		Weekday PM Peak Hour	Summer Friday PM Peak Hour
SR 46W/Theatre Dr	Signal	13.3 Sec./LOS B	13.4 Sec./LOS B
SR 46W/US 101 SB(b) SR 46W/Vine St(b)	Signal	29.9 Sec./LOS C	32.5 Sec./LOS C
SR 46W/US 101 NB(c) SR 46W/Ramada Dr(c)	Signal	28.3 Sec./LOS C	31.1 Sec./LOS C

- (a) LOS based on average delay per vehicle in seconds pursuant to the HCM operations methodology.
- (b) LOS represents average delay per vehicle for all movements using the SR 46W/US 101 SB and SR 46W/Vine Street intersections since they operate as a single unit.
- (c) LOS represents average delay per vehicle for all movements using the SR 46W/US 101 NB and SR 46W/Ramada Drive intersections since they operate as a single unit.

As shown in Table 11, the study-area intersections operate at LOS C or better during the Peak Summer Friday peak hour period, which meet the Caltrans LOS C standard. Although the traffic volumes are higher during the Peak Summer Friday afternoon peak hour than during the Weekday PM peak hour, the levels of service are LOS B-C for both time periods.

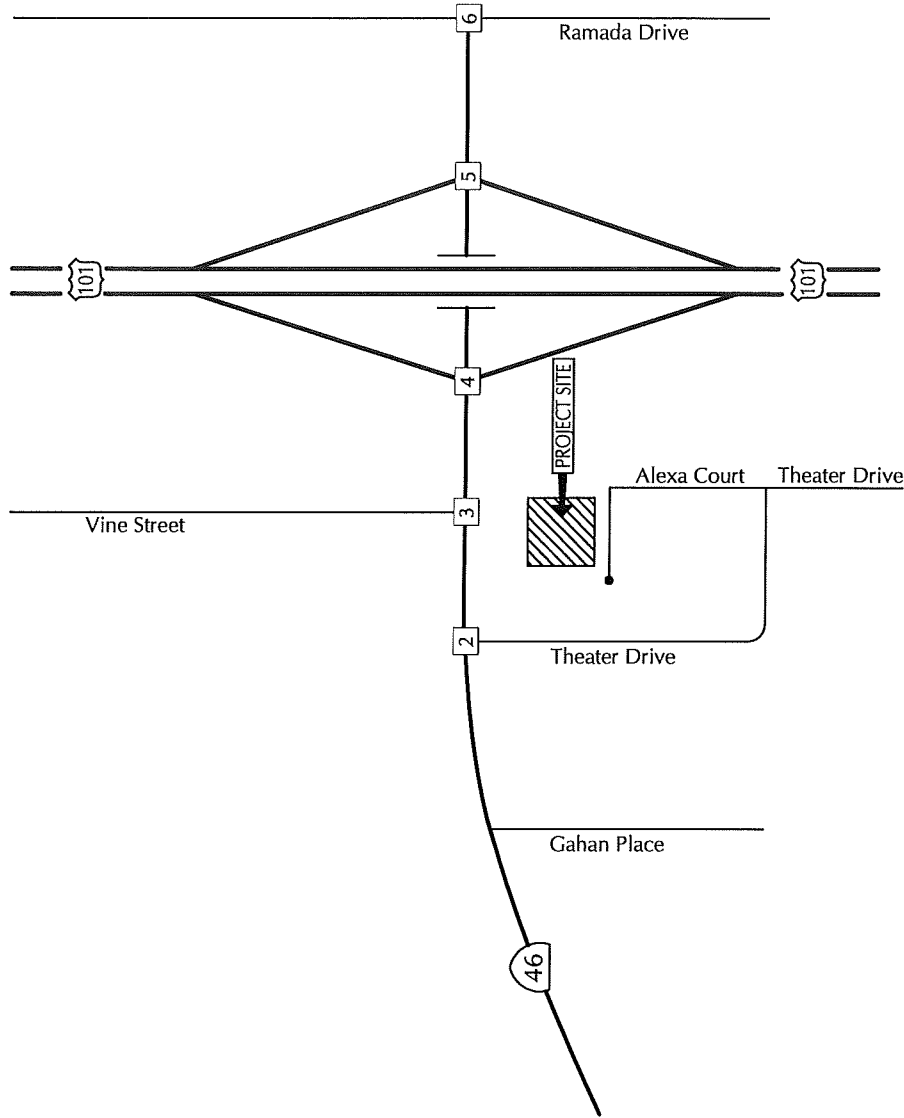
Traffic generated by the proposed Alexa Court Hotel Project was added to the Existing Peak Summer Friday peak hour volumes to assess potential project-generated impacts during the Peak Summer Friday peak hour time period. Figure 12 shows the Existing + Project Peak Summer Friday traffic volumes. Table 12 lists the Existing + Project Peak Summer Friday peak hour levels of service along the SR 46W corridor.

**Table 12
Existing + Project Peak Summer Friday Peak Hour Intersection Operations**

Intersection	Control	Delay Per Vehicle/LOS(a)
SR 46W/Theatre Dr	Signal	13.5 Sec./LOS B
SR 46W/US 101 SB(b) SR 46W/Vine St(b)	Signal	32.7 Sec./LOS C
SR 46W/US 101 NB(c) SR 46W/Ramada Dr(c)	Signal	31.4 Sec./LOS C

- (a) LOS based on average delay per vehicle in seconds pursuant to the HCM operations methodology.
- (b) LOS represents average delay per vehicle for all movements using the SR 46W/US 101 SB and SR 46W/Vine Street intersections since they operate as a single unit.
- (c) LOS represents average delay per vehicle for all movements using the SR 46W/US 101 NB and SR 46W/Ramada Drive intersections since they operate as a single unit.

As shown in Table 12, the study-area intersections are forecast to operate at LOS C or better assuming the Existing + Project Peak Summer Friday peak hour traffic volumes, which meet the Caltrans LOS C standard.

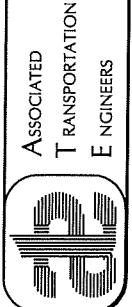


N
 NOT TO SCALE
LEGEND
 (XX)XX - (A.M.)P.M. Peak Hour Volume
 ↑ (XX) XX - Freeway Forecasts

2	3	4	5	6
391 378 479 59 344 33	46 653 58 169 330 432	167 74 220 563 420 56	326 144 427 236 69 66	52 292 244 184 63 253

FIGURE 12

Existing + Project Peak Summer Friday Traffic Volumes



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Agenda Item 2

A queueing analysis was also prepared for the SR 46W/Theatre Drive intersection and the SR 46W/US 101 interchange for the Peak Summer Friday peak hour time period. As noted, the 2 intersections on the east side of the interchange (SR 46W/US 101 NB and SR 46W/Ramada Drive) operate as a single unit and the 2 intersections on the west side of the interchange (SR 46W/US 101 SB and SR 46W/Vine Street) operate as a single unit. Furthermore, the traffic movements between the 2 sides of the interchange are coordinated by the signal timing so that queues between the intersections are managed. In traffic engineering parlance, the signal timing is set up in “push-pull” fashion. Other words, traffic that is westbound from the east side of the interchange (during green light for the US 101 NB off-ramp and during green light for northbound and southbound Ramada Drive) is also given a green light at the west side interchange (westbound green light is provided at the SR 46W/US 101 SB and SR 46W/Vine Street intersections). Similarly, traffic that is eastbound from the west side of the interchange (during green light for eastbound SR 46, during green light for southbound Vine Street, and during green light for the US 101 SB off-ramp) is also given an eastbound green light at the east side interchange (eastbound green light is provided at the SR 46W/US 101 NB and SR 46W/Ramada Drive intersections). The existing push-pull signal system manages the queues between the east and west sides of the interchange.

Queue forecasts were developed to determine if any “damaging” queues occur at the study-area intersections (turn bay overflow, queue spillback between intersections, queues that block access to turn bays or driveways that serve adjacent properties, and queues on the US 101 off-ramps that interfere with freeway operations). The SYNCHRO model that was developed for the level of service analyses was also used for the queue forecasts. The queue model predicts average queues (50th percentile) and peak queues (95th percentile) for the peak hour period. The 95th percentile peak queue forecasts were used for the analysis (queue forecast worksheets are attached for reference). It is important to note that the peak queues derived from the SYNCHRO model are theoretical forecasts based on the input parameters used in the intersection modeling (lanes, volumes, arrival rates, signal timing, etc.) and should be compared to queues observed in the field to verify the model’s accuracy.

Table 13 lists the peak queue forecasts for the SR 46W/Theatre Drive intersection. As shown, the peak queues forecasted by the model do not exceed the storage lanes at SR 46W/Theatre Drive. The queue model forecast a peak queue of 105-115 feet for the westbound SR 46 left turns, but the model shows that the actual queues may be longer than predicted (see worksheets).

Table 13
SR 46W/Theatre Dr – Peak Summer Friday Peak Hour Queue Forecasts

Movement	Peak Queue(a)		Storage Provided(b)	Queue Exceeds Storage?
	Existing Friday	Existing + Project		
SR 46 EB Thru	235 Feet	235 Feet	Unlimited	No
SR 46 EB Right Turn	20 Feet	20 Feet	175 Feet	No
SR 46 WB Left Turn(c)	105 Feet	110 Feet	350 Feet	No
SR 46 WB Thru	100 Feet	100 Feet	900 Feet	No
Theatre NB Left Turn	30 Feet	30 Feet	465 Feet	No
Theatre NB Right Turn	60 Feet	60 Feet	660 Feet	No

(a) 95% peak queue forecasts rounded up to nearest 5 feet.

(b) Storage provided in turn bays or storage provided on street segments. Storage provided for each turn lane where dual turn lanes are provided.

(c) Dual left-turn lanes. Peak queue for lane with highest utilization.

The field observations found that the left-turn queue on westbound SR 46 extended to about 200 feet and the westbound thru movement extended to about 400 feet, both of which are longer than the queue model, but the queues are accommodated within the storage provided. The field observations also found that the right-turn queue on northbound Theatre Drive extended to about 400 feet (longer than predicted by the model) but was accommodated within the storage provided. This queue is affected by the eastbound queue that extends from the SR 46W/Vine Street/US 101 SB Ramps intersection (see below).

Table 14 lists the peak queue forecasts for the SR 46W/Vine Street/US 101 SB Ramps intersection.

Table 14
SR 46W/Vine St/US 101 SB Ramps – Peak Summer Friday Peak Hour Queue Forecasts

Movement	Peak Queue(a)		Storage Provided(b)	Queue Exceeds Storage?
	Existing Friday	Existing + Project		
SR 46 EB Left Turn	255 Feet	255 Feet	440 Feet	No
SR 46 EB Thru	305 Feet	305 Feet	885 Feet	No
Vine SB Left Turn	70 Feet	70 Feet	190 Feet	No
Vine SB Right Turn	60 Feet	60 Feet	Unlimited	No
US 101 SB Left Turn	185 Feet	185 Feet	400 Feet	No
US 101 SB Right Turn(c)	255 Feet	255 Feet	670 Feet	No

(a) 95% peak queue forecasts rounded up to nearest 5 feet.

(b) Storage provided in turn bays or storage provided on street segment. Storage provided for each turn lane where dual turn lanes are provided.

(c) Dual right-turn lanes. Peak queue for lane with highest utilization.

As shown, the peak queues forecasted by the model do not exceed the storage lanes at the SR 46W/Vine Street/US 101 SB Ramps intersection.

The field observations found that the left-turn queue in the SR 46 eastbound left-turn lane for turning onto Vine Street extended to about 300 feet, longer than the queue model prediction but within the storage provided. The eastbound SR 46 queue in the thru lane extended to Theatre Drive, about 890 feet. This queue resulted in northbound right turns from Theatre Drive being held at that intersection during some of the green phases for that movement (damaging queue - field observations found that the right-turn queue on northbound Theatre Drive extended to about 400 feet). For southbound Vine Street, the field review confirmed the queue model forecasts (queues are accommodated within storage provided). For the US 101 SB Off-Ramp, the left-turn queue was observed at about 200 feet, slightly longer than the model prediction but accommodated by the storage provided. There are two right-turn lanes on the US 101 SB Off-Ramp. The queue model forecasted a peak queue of 255 feet in each of the two lanes but the field observations found that the right-turn queues extended to about 600 feet in the 2 right-turn lanes, within the storage provided.

Table 15 lists the peak queue forecasts for the SR 46W/Ramada Drive/US 101 NB Ramps intersection.

Table 15
SR 46W/Ramada Dr/US 101 NB Ramps – Peak Summer Friday Peak Hour Queue Forecasts

Movement	Peak Queue(a)		Storage Provided(b)	Queue Exceeds Storage?
	Existing Friday	Existing + Project		
US 101 NB Left Turn	70 Feet	75 Feet	220 Feet	No
US 101 NB Right Turn	80 Feet	80 Feet	220 Feet	No
Ramada NB Left + Thru	290 Feet	290 Feet	Unlimited	No
Ramada SB Thru	60 Feet	60 Feet	200 Feet	No
Ramada SB Right	70 Feet	75 Feet	200 Feet	No

(a) 95% peak queue forecasts rounded up to nearest 5 feet.

(b) Storage provided in turn bays or storage provided on street segment. Storage provided for each turn lane where dual turn lanes are provided.

(c) Dual right-turn lanes. Peak queue for lane with highest utilization.

As shown, the peak queues forecasted by the model do not exceed the storage lanes at the SR 46W/Ramada Drive/US 101 NB Ramps intersection.

The field observations found that the right-turn queue on the US 101 NB ramp extended to about 160 feet, longer than the queue model prediction but within the storage provided. For northbound Ramada Drive, the queue model forecasted a peak queue of 290 feet but the field review found that the northbound Ramada Drive queue extended about 400 feet south of the intersection – past Calle Propano. The peak queues blocked access to the driveway that serves Wayne’s Tires, blocked access to Calle Propano, and blocked access to the driveway that serves Delta RV (damaging queue). The field observations found that “curtesy gaps” are provided for vehicle to turn to/from Wayne’s Tires, Calle Propano, and Delta RV (i.e. vehicles in the

northbound Ramada Drive queue yield to vehicles turning in/out of Wayne’s Tires, Calle Propano, and Delta RV). For southbound Ramada Drive, the queue model forecasted peak queues of 60-75 feet in the thru and right-turn lanes. However, the field observations found queues that extend about 200 feet – to the Wine Country Way intersection. The peak queues sometimes block outbound left turns from the Arco gas station site and left turns from Wine Country Way (damaging queue). These left turns wait until the southbound Ramada Drive queue is cleared by the signal cycle.

PEAK SUMMER SUNDAY ANALYSIS

The following section analyzes potential traffic impacts at key intersections along the SR 46W during the Peak Summer Sunday afternoon period when people are returning to the San Joaquin Valley after weekend recreation trips to the Central Coast. Traffic counts were collected at the signalized intersections along the SR 46W corridor for the analysis (traffic counts contained in the Technical Appendix for reference). The Peak Summer Sunday counts were collected from 11:00 AM to 6:00 PM and include the number of standard vehicles, heavy vehicles (trucks & RVs), pedestrian, and bikes traversing the intersections.

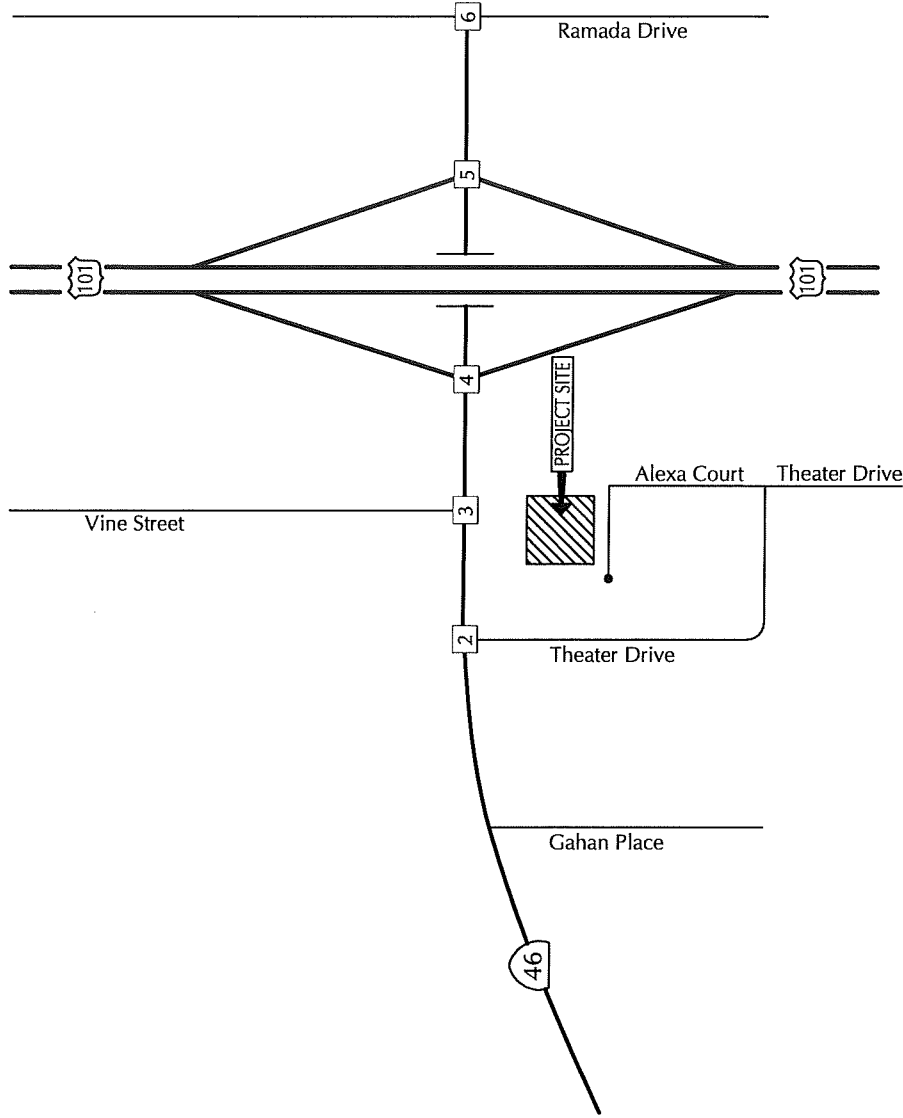
Figure 13 illustrates the Peak Summer Sunday traffic volumes. The Peak Summer Sunday traffic counts show higher volumes on eastbound SR 46 when compared to the typical weekday PM peak hour period. The Peak Summer Sunday counts show low levels of pedestrian and bike activity. There were 0-1 pedestrians crossing the study intersections and 1 bike movement observed at the SR 46W/Vine Street intersection during the Peak Summer Sunday peak hour period.

Table 16 presents the levels of service for the Peak Summer Sunday peak hour. For comparison, the table also list the Peak Summer Friday peak hour levels of service. As shown, the study-area intersections operate at LOS C or better during the Peak Summer Sunday peak hour period, which meet the Caltrans LOS C standard.

**Table 16
Existing Peak Summer Sunday Peak Hour Intersection Operations**

Intersection	Control	Delay Per Vehicle/LOS(a)	
		Summer Friday PM Peak Hour	Summer Sunday PM Peak Hour
SR 46W/Theatre Dr	Signal	13.4 Sec./LOS B	13.3 Sec./LOS B
SR 46W/US 101 SB(b) SR 46W/Vine St(b)	Signal	32.5 Sec./LOS C	32.6 Sec./LOS C
SR 46W/US 101 NB(c) SR 46W/Ramada Dr(c)	Signal	31.4 Sec./LOS C	25.8 Sec./LOS C

- (a) LOS based on average delay per vehicle in seconds pursuant to the HCM operations methodology.
- (b) LOS represents average delay per vehicle for all movements using the SR 46W/US 101 SB and SR 46W/Vine Street intersections since they operate as a single unit.
- (c) LOS represents average delay per vehicle for all movements using the SR 46W/US 101 NB and SR 46W/Ramada Drive intersections since they operate as a single unit.



2	<p>← 432</p> <p>← 399</p> <p>← 320</p> <p>← 49</p> <p>← 444</p> <p>← 49</p>	<p>← 220</p> <p>← 545</p>
3	<p>← 21</p> <p>← 675</p> <p>← 28</p> <p>← 155</p> <p>← 220</p> <p>← 545</p>	<p>← 536</p> <p>← 42</p>
4	<p>← 113</p> <p>← 2</p> <p>← 560</p> <p>← 128</p> <p>← 28</p>	<p>← 437</p> <p>← 202</p>
5	<p>← 300</p> <p>← 89</p>	<p>← 116</p> <p>← 11</p> <p>← 70</p>
6	<p>← 21</p> <p>← 249</p>	<p>← 266</p> <p>← 65</p> <p>← 26</p> <p>← 57</p>



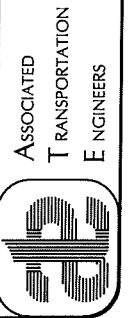
LEGEND

← (XX)XX - (A.M.),P.M. Peak Hour Volume

↑ (XX) XX - Freeway Forecasts

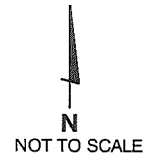
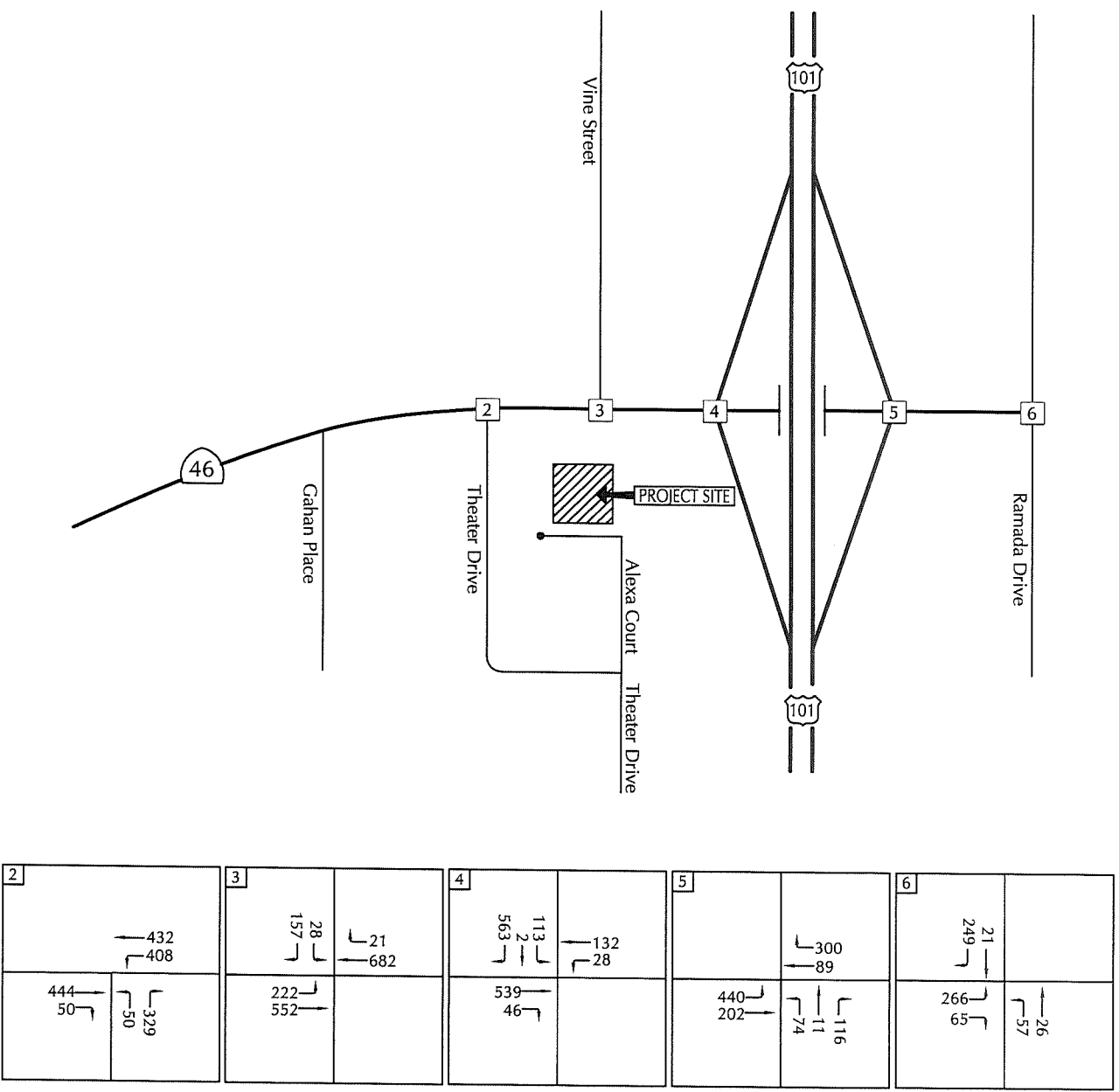
FIGURE 13

Existing Peak Summer Sunday Traffic Volumes



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LEGEND

(XX)XX - (A.M.)P.M. Peak Hour Volume

↑ (XX) XX - Freeway Forecasts

Existing + Project Peak Summer Sunday Traffic Volumes

FIGURE 14

EKM - ATE#17064



As shown in Table 18, the peak queues forecasted by the model do not exceed the storage lanes at SR 46W/Theatre Drive. The queue model forecast a peak queue of 105-115 feet for the westbound SR 46 left turns, but the field observations found that the left-turn queue on to about 220 feet – longer than the queue model but within the storage provided.

The field observations also found that the right-turn queue on northbound Theatre Drive extended to about 300 feet (longer than predicted by the model) but was accommodated within the storage provided. This queue is affected by the eastbound queue that extends from the SR 46W/Vine Street/US 101 SB Ramps intersection (see below).

Table 19 lists the peak queue forecasts for the SR 46W/Vine Street/US 101 SB Ramps intersection.

Table 19
SR 46W/Vine St/US 101 SB Ramps – Peak Summer Sunday Peak Hour Queue Forecasts

Movement	Peak Queue(a)		Storage Provided(b)	Queue Exceeds Storage?
	Existing Sunday	Existing + Project		
SR 46 EB Left Turn	180 Feet	180 Feet	440 Feet	No
SR 46 EB Thru	425 Feet	430 Feet	885 Feet	No
Vine SB Left Turn	40 Feet	40 Feet	190 Feet	No
Vine SB Right Turn	60 Feet	60 Feet	Unlimited	No
US 101 SB Left Turn	95 Feet	95 Feet	400 Feet	No
US 101 SB Right Turn(c)	250 Feet	250 Feet	670 Feet	No

(a) 95% peak queue forecasts rounded up to nearest 5 feet.

(b) Storage provided in turn bays or storage provided on street segment. Storage provided for each turn lane where dual turn lanes are provided.

(c) Dual right-turn lanes. Peak queue for lane with highest utilization.

As shown, the peak queues forecasted by the model do not exceed the storage lanes at the SR 46W/Vine Street/US 101 SB Ramps intersection.

The field observations found that the eastbound SR 46 queue in the thru lane extended to Theatre Drive, about 890 feet. This queue resulted in northbound right turns from Theatre Drive being held at that intersection during some of the green phases for that movement (damaging queue - field observations found that the Theatre Drive northbound right-turn queue extended to about 300 feet because of the eastbound SR 46 queue during peak cycles). For southbound Vine Street, the left-turn queue was observed at about 100 feet, longer than the model prediction but accommodated by the storage provided. For southbound Vine Street right turns, the queue was observed at about 100 feet, longer than the model prediction but accommodated by the storage provided. For the US 101 SB Off-Ramp, the left-turn queue was observed at about 120 feet, slightly longer than the model prediction but accommodated by the storage provided. The queue model forecasted a peak queue of 250 feet in each of the two right-turn lanes on the US 101 SB Off-Ramp, but the field observations found that the right-turn queues extended to about 200 feet in the two right-turn lanes, within the storage provided.

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Table 20 lists the peak queue forecasts for the SR 46W/Ramada Drive/US 101 NB Ramps intersection.

Table 20
SR 46W/Ramada Dr/US 101 NB Ramps – Peak Summer Sunday Peak Hour Queue Forecasts

Movement	Peak Queue(a)		Storage Provided(b)	Queue Exceeds Storage?
	Existing Friday	Existing + Project		
US 101 NB Left Turn	70 Feet	75 Feet	220 Feet	No
US 101 NB Right Turn	120 Feet	120 Feet	220 Feet	No
Ramada NB Left + Thru	90 Feet	90 Feet	Unlimited	No
Ramada SB Thru	30 Feet	30 Feet	200 Feet	No
Ramada SB Right	65 Feet	65 Feet	200 Feet	No

(a) 95% peak queue forecasts rounded up to nearest 5 feet.

(b) Storage provided in turn bays or storage provided on street segment. Storage provided for each turn lane where dual turn lanes are provided.

(c) Dual right-turn lanes. Peak queue for lane with highest utilization.

As shown, the peak queues forecasted by the model do not exceed the storage lanes at the SR 46W/Ramada Drive/US 101 NB Ramps intersection.

The field observations found that the left-turn queue on the US 101 NB ramp extended to about 120 feet, longer than the queue model prediction but within the storage provided. For southbound Ramada Drive, the queue model forecasted peak queues of 65 feet in the right-turn lane. However, the field observations found queues that extended to about 120 feet – which sometimes block outbound left turns from the Arco gas station site (damaging queue). Those left turns wait until the southbound Ramada Drive queue is cleared by the signal cycle.

CITY OF PASO ROBLES CIRCULATION ELEMENT CONSISTENCY

The City of Paso Robles updated their Circulation Element in 2011. Pursuant to Goal CE-1, *"The purpose of the circulation system is to maintain and enhance safe and efficient person mobility in the City. To support this goal, the 2011 Circulation Element Update changes how the performance of the transportation network is measured by de-emphasizing an auto-centric measure (level of service or LOS) in favor of measures that represent a more efficient use of resources, support the mobility of people, quality of life and small town feel desired by residents."*

Vehicular Traffic

For automobile traffic, the Circulation Element assessed future vehicular traffic projections in terms of roadway capacity utilization on a daily basis. Key roadways, which form the basis of the City's circulation network, were identified and analyzed to determine if the future General Plan buildout traffic volumes could be accommodated by the existing roadways or if the roadway network needs to be expanded.

Theatre Drive, Vine Street and Ramada Drive are part of the City's circulation network. Table 21 shows the capacity, General Plan Buildout volume, and volume-to-capacity (v/c) ratio for each roadway. The analysis applies the roadway capacities and v/c ratio methods outlined in the Circulation Element Update.

**Table 21
City of Paso Robles Roadway Analysis**

Roadway Segment	Roadway Class	GP Buildout Volume	Capacity(a)	V/C Ratio
Theatre Dr s/o SR 46W	2-Lane Arterial	12,300 ADT	21,700 ADT(b)	0.57
Vine St n/o SR 46W	2-Lane Arterial	12,700 ADT	17,700 ADT	0.72
Ramada Dr n/o SR 46W	2-Lane Local	6,100 ADT	9,600 ADT	0.64
Ramada Dr s/o SR 46W	2-Lane Local	4,700 ADT	9,600 ADT	0.49

(a) Acceptable Capacity rating from City of Paso Robles Circulation Element.

(b) Indicates the presence of a raised median or two-way left-turn lane.

As shown in Table 21, the General Plan Buildout traffic volume forecasts for the City's streets in the Project study area are within their respective capacity designations. The results indicate that General Plan Buildout traffic volumes would be accommodated by the existing City streets and not trigger the need for widening to add capacity for the future traffic forecasts.

Alternative Travel Modes

Many of the goals and policies in the City's new Circulation Element are intended to promote alternative travels modes, including walking, biking, and transit. The following text addresses pedestrian, bicycling, and transit facilities in the Project study area.

Pedestrians. Pedestrian activity in the Project study area is relatively light (see Figure 5), which can be attributed to the rural nature of the area. Pedestrian counts collected in the study area show a total of 5 pedestrians walking along the SR 46W corridor between Theatre Drive and US 101 during the AM and PM peak hour periods. A sidewalk is provided along the south side of SR 46W for pedestrian walking along the SR 46W corridor. Sidewalk is also present along the west side of Alexa Court adjacent to the Project site and along the west side of Theatre Drive south of Alexa Court adjacent to the Target Shopping Center. Theatre Drive includes sidewalks on both sides of the street between SR 46W and Alexa Court, except for missing sidewalk along the north side of Theatre Drive adjacent to Alexa Court. The Hyatt Place Hotel Project, a pending project, that is proposed on the northwest corner

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of Theatre Drive/Alexa Court would be conditioned to construct the missing sidewalk along the north side of Theatre Drive adjacent to Alexa Court – thereby completing the sidewalk system in the vicinity of the Project site. No additional pedestrian facilities are recommended based on the existing and future planned pedestrian facilities.

Bicycles. Bicycle activity in the Project study area is also relatively light. Bicycle counts collected in the study area show less than 10 bicyclists traveling along the SR 46W corridor between Theatre Drive and US 101 during the AM and PM peak hour periods; and less than 5 bicyclists traveling along Theatre Drive south of SR 46W (see Figure 6). Bike lanes are provided along Theatre Drive and along Vine Street for bicyclists; and paved shoulders are provided along SR 46W for bicyclists using that corridor. No additional bike facilities are recommended based on the level of bicycle activity and the presence of existing bike facilities.

Transit. The City of Paso Robles is served by the Paso Express transit system. Paso Express is a fixed-route transit service that operates along designed routes. The system includes Routes A and B that run throughout the City, however the routes do not extend to the Project study area. Instead, the Paso Express system connects riders to the San Luis Obispo Regional Transportation Agency (SLORTA) system for travel outside of the City. The Paso Express connects with the SLORTA Route 9 bus that travels northbound and southbound between the City of Paso Robles and the communities to the south (e.g. Templeton, Atascadero, Santa Margarita and San Luis Obispo). Route 9 buses run at about 1-hour headways and there is a bus stop at the Target Shopping Center just south of the Project site for transit access.

COUNTY OF SAN LUIS OBISPO IMPACTS

US 101/Main Street Interchange

Potential impacts were assessed for the US 101/Main Street interchange located in the County area adjacent to Templeton about 1.7 miles south of the US 101/SR 46W interchange. Table 22 lists the Existing AM and PM peak hour delays levels of service for the US 101/Main Street interchange. These levels of service were derived from a traffic study that was recently prepared for a proposed development in the Templeton area of San Luis Obispo County.⁹

⁹ Traffic and Circulation Study for Ruth Way Subdivision Project, Associated Transportation Engineers, February 2017.

Table 22
US 101/Main Street – Existing Intersection Operations

Intersection/Movement	Control	Delay / LOS	
		A.M. Peak Hour	P.M. Peak Hour
Main Street/Theatre Drive Eastbound Main Westbound Main Northbound Theatre Southbound Theatre Intersection LOS	Stop Sign	7.8 Sec/LOS A 7.3 Sec/LOS A 8.9 Sec/LOS A 12.0 Sec/LOS B 11.8 Sec/LOS B	7.9 Sec/LOS A 7.3 Sec/LOS A 8.9 Sec/LOS A 15.0 Sec/LOS B 14.6 Sec/LOS B
Main Street/U.S. 101 SB Westbound Main Southbound Off-Ramp Intersection LOS	Stop Sign	8.1 Sec/LOS A 16.1 Sec/LOS C 11.4 Sec/LOS B	8.9 Sec/LOS A 30.5 Sec/LOS D 15.5 Sec/LOS C
Main Street/U.S. 101 NB Eastbound Main Northbound Off-Ramp Intersection LOS	Stop Sign	8.1 Sec/LOS A 10.5 Sec/LOS B 9.2 Sec/LOS A	8.4 Sec/LOS A 18.8 Sec/LOS C 13.7 Sec/LOS B
Main Street/Ramada Drive Eastbound Main Southbound Ramada Intersection LOS	Stop Sign	8.5 Sec/LOS A 10.4 Sec/LOS B 9.0 Sec/LOS A	8.2 Sec/LOS A 9.6 Sec/LOS A 8.8 Sec/LOS A

(a) LOS based on average delay per vehicle in seconds pursuant to operations method outlined in HCM.

As shown in Table 22, the intersections that comprise the US 101/Main Street interchange currently operate at LOS C or better. Given the location of the Project site, traffic to/from the Alexa Court Hotel would use the US 101/SR 46W interchange for freeway access rather than the US 101/Main Street interchange located 1.7 miles to the south. The trip distribution model developed for the Project shows that 10% of Project traffic would be oriented to/from Theatre Drive south of Alexa Court. Most of that traffic would be to/from the Target Shopping Center. However, assuming that 10% of Project traffic would use the US 101/Main Street interchange equates to about 2 AM trips and 2 PM trips. These minor traffic additions would not significantly impact operations at the US 101/Main Street interchange.

Ramada Drive

The segment of Ramada Drive south of SR 46W extends into the County of San Luis Obispo. Ramada Drive currently carries 3,800 ADT south of SR 46W, which equates to LOS A operations. The Alexa Court Project would add 8 ADT to Ramada Drive south of SR 46W, and the roadway would continue to operate at LOS A under Existing + Project conditions. Further, the roadway is forecast to carry about 4,000 ADT under Cumulative + Project conditions, which equates to LOS A operations. The analysis shows that the Alexa Court Hotel Project would not significantly impact operations on the segment of Ramada Drive located in the County under the Existing + Project and Cumulative + Project scenarios.

MITIGATION MEASURES

Project-Specific Mitigations

The impact analysis found that the Project would not generate project-specific impacts to US 101 or the surface streets and intersections based on applicable thresholds. Thus, no project-specific mitigations are required for those facilities.

Cumulative Mitigations

The cumulative analysis found that the Project would not contribute to any cumulative impacts to US 101 or the surface streets and intersections based on applicable thresholds. Thus, cumulative mitigations are not required.

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STUDY PARTICIPANTS AND REFERENCES

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TECHNICAL APPENDIX (On file with the City and available upon request)

CONTENTS:

PROJECT TRIP GENERATION CALCULATIONS

CUMULATIVE PROJECT LIST

TRAFFIC COUNTS

US 101 LEVEL OF SERVICE WORKSHEETS

WEEKDAY INTERSECTION LEVEL OF SERVICE WORKSHEETS

PEAK SUMMER FRIDAY INTERSECTION LOS/QUEUE WORKSHEETS

PEAK SUMMER SUNDAY INTERSECTION LOS/QUEUE WORKSHEETS