City of Paso Robles
Planning Commission Agenda Report

From: Susan DeCarli, City Planner

Subject: Planned Development (PD 17-011) Hyatt Place Hotel
APN: 009-831-029
Applicant – Rupesh Patel, Zenique Hotels

Date: April 24, 2018

Facts

1. The proposed 133-room Hyatt Place Hotel is proposed at the southeast corner of the State Route 46 (SR 46) West/Theatre Drive intersection, approximately 700 feet to the west of the United States Highway 101 (U.S. 101)/ SR 46 West interchange on a 3.1 acre property.

Project Site Location

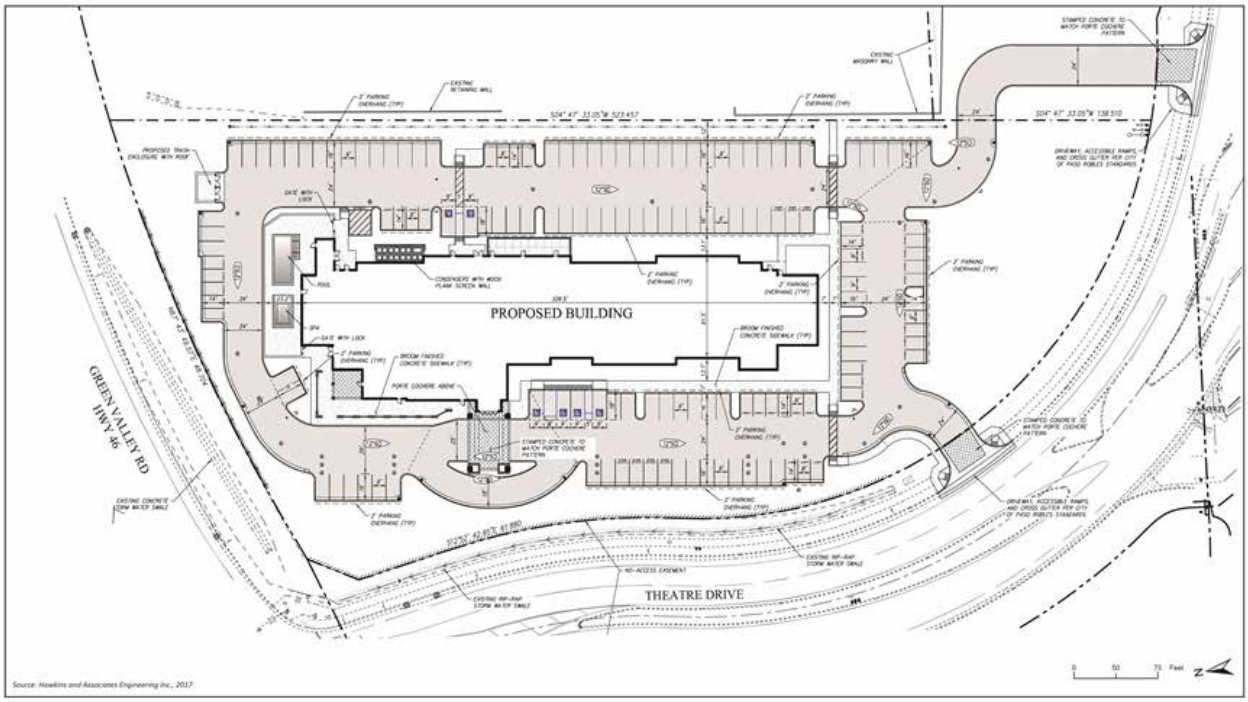
2. The property is zoned Commercial Highway/Planned Development (C-2/PD), and is designated in the General Plan as Regional Commercial (RC). Hotels are a permitted land use in the C-2/PD zone, and are consistent with the RC General Plan designation. The site is also identified in the Gateway Development Standards as Area N/Highway 46 West. The site design is consistent with the Area N development standards.

3. The 133-room, 77,020 square foot hotel is proposed to be 4-stories (52 feet in height), which would exceed the maximum height permitted in the C2/PD zone. Per Zoning Code, Section 21.16A.070, the City Council will need to make specific findings for approval of a height exception to allow a project to exceed the City's height limit.

4. The elevations are well articulated by recessing rooflines and building facades to break up the massing. Additionally, the architectural elevations include use of stonework on the first floor, different paint colors, balconies, and awnings to help project provide variation in form and visual

interest, as well as a unique angled porte-cochere entry feature. The project site plan and elevations are below.

Site Plan

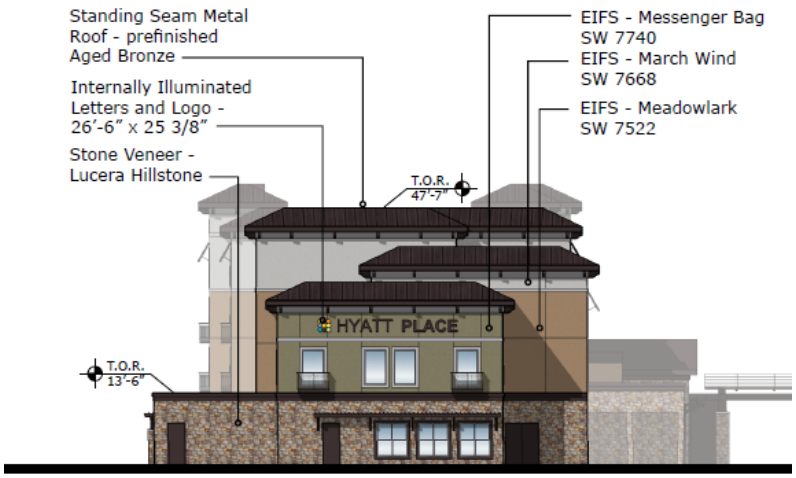


Aerial View

Front Elevation

Rear Elevation

North Side Elevation



5. Parking for the hotel is proposed on all four sides of the building, however, for consistency with the Gateway Standards, less parking spaces and more landscaping are proposed on the northwest corner of the building so that parking is less visible adjacent to the street and highway. Parking spaces at the corner of Theatre Drive and SR 46E will be recessed from the corner and screened with landscaping to diminish their visibility.

6. The building footprint is proposed to be set back between approximately 80 – 85 feet from the front property line on Theatre Drive, and along the rear property line (between the Hampton Inn property and proposed project). The hotel site includes an outdoor pool and use area on the north and west sides of the building, which takes advantage of surrounding views. The trash enclosure is proposed on the northern corner of the site and would be screened from view of the highway. The Site Landscape Plan is provided below.

Landscape Plan

7. In accordance with the California Environmental Quality Act (CEQA), an Initial Study and Mitigated Negative Declaration (IS/MND) was prepared for this project to analyze potential environmental effects that may result from this project. The study determined that the project may result in potential effects to: biological resources, traffic, cultural resources, noise and utility service systems. Mitigation measures were prepared to reduce potential impacts to a less than significant level and are incorporated into a Mitigation Monitoring and Reporting Program (MMRP). The IS/MND (including special studies) and MMRP are provided in Attachments 2 and 3.

8. The Development Review Committee (DRC) reviewed this project on December 18, 2017. The DRC supported the project and recommended consideration of the project by the Planning Commission.

Options

1. Staff recommends the Planning Commission recommend approval this hotel project as presented (including a height exception up to 52.1 feet in height) to the City Council, since it is in keeping with the Gateway standards, would be compatible with surrounding hotel development and land patterns, and it would support economic development.

2. The Commission may approve a recommendation to the City Council to approve the project, subject to minor modifications suggested by the Commission.

3. The Commission may request further analysis (as determined by the Commission), and continue consideration of this project to a future Planning Commission meeting.

4. The Planning Commission may deny this project, subject to specific findings for denial made by the Planning Commission.

Analysis and Conclusions

The applicant has proposed a 4-story, 133-room hotel at Theatre Drive and SR 46W. The hotel includes ancillary uses for hotel guests, including a lounge, sitting areas, and outdoor pool and patio areas. The site is currently vacant and is zoned appropriately for highway-commercial hotel development.

The project site is large enough to accommodate an additional commercial pad for development, however no other uses are proposed on the site at this time. Public utilities (e.g. water and sewer lines) will need to be extended from Theatre Drive and Gahan Place to serve the project. The site was previously pre-graded in anticipation of future commercial development. There are no oak trees or other significant biological resources on the site. Frontage improvements, including parkway landscaping, are already installed along the Theatre Drive frontage. Walkways for pedestrian access is proposed adjacent to the hotel, and connects across the driveways to the frontage sidewalk. Site access is proposed via two driveways on Theatre Drive. The first (northernmost) access is proposed to be a right-in/right-out only driveway to reduce potential circulation conflicts. The other access is proposed across from the shopping center access nearest Orchard Supply Hardware store. This access would require an easement from the City since the City owns the property where this driveway is proposed, however it is an appropriate and safe location to provide all turning movements necessary for site access. The project site plan provides 148 on-site parking spaces, which complies with the City parking standards of one space per room (133 spaces) and additional employee spaces necessary for the maximum number employees per shift.

As noted in the Facts above, the applicant is requesting a height exception to exceed the applicable height standard of 50 feet, by two feet and one inch for a total maximum height proposed of 52.1 feet. The applicant had proposed an alternative building roof design that complied with the height standard, however, given the number of rooms and square footage of the building proposed, it resulted in a flatter roof style that had less roof articulation that was not as attractive and complimentary to the site. The City Development Review Committee (DRC) reviewed this project, including discussion of the proposed

building height and alternative design at their meeting on December 18, 2017, and determined that the additional height with more roof variation was preferable to the flatter roofer. In order to grant a height exception, the City Council, upon recommendation by the Planning Commission, would need to make the following findings:

> *Modification of the standards as set forth in this chapter or elsewhere in the zoning ordinance shall only be approved upon a finding that greater public benefit would be achieved through such modifications. Additionally, for planned development projects that are seeking an increase in allowable building heights, modification of the height limitations shall only be approved upon a finding that the proportion, scale, and nature of the project is such that the modifications would not create an adverse visual impact nor compromise the safety of occupants.*

In this case, it may be determined that the variation in roof elements that requires an additional 2'-1" increase in height would benefit the public by providing a more attractive, interesting architectural design at the City's gateway. Additionally, the proposed hotel is of similar proportion, scale and massing as the existing Hampton Inn, although the Hampton Inn is shorter and not as well articulated with building details. It is also similar to the Marriott Residence Inn hotel that was approved at the northwest quadrant of SR 46W/Hwy 101 (across SR 46W from Alexa Court), which was granted a height exception to allow for more interesting architectural design and roof elements in 2014. The modest additional height proposed with this project would not likely be significantly noticeable as compared to being 50 feet in height in strict compliance with applicable standard, nor would it likely create an adverse visual impact at this location since it is set back into the site and has a backdrop of other large-scale hotels. The City's adopted building and safety codes would ensure safety for occupants of a building that would exceed the height standard by two feet, and the Emergency Services Department can adequately serve this proposed development.

All exterior building and parking lot lighting would be required to comply with City standards to be downcast and shielded to reduce light and glare on surrounding properties. In compliance with State Water Board requirements, onsite storm water that may result from this project would be required to maintained on the project site to reduce offsite stormwater impacts.

A Mitigated Negative Declaration (MND) has been prepared for this project, which analyzed potential environmental impacts that may result from this development. The MND incorporates mitigation measures to be applied to the project through implementation of the Mitigation Monitoring and Reporting Program. Mitigation measures are proposed to reduce potential impacts to nesting birds, archeological resources (if any are discovered), noise from construction, traffic circulation, and water quality.

With regard to traffic, staff had previously received comments from Caltrans regarding the traffic study methodology and potential traffic impacts. Comments were received late in the afternoon the date this project was scheduled for Planning Commission on March, 27, 2018, requesting this item be continued to allow additional time for Caltrans to clarify with the project traffic engineer traffic model inputs and outputs. At this point, the City and Caltrans determined that while there may not be professional concurrence on all aspects of the methodology used, the incremental traffic impacts of this project will be addressed through payment of transportation impact fees to fund the approved PAED project at SR46 W and Hwy 101. No additional comments have been received from Caltrans as of the publication of this report. As discussed above, the Initial Study did not find that mitigation was necessary for this project since the project did not exceed thresholds of significance for traffic impact fees. However, a condition of approval has been added requiring the project proponent to pay traffic development impact fees that will be used towards funding this projects' proportionate share of incremental traffic impacts on the surrounding area.

1. Option 1

Approval of the proposed Hyatt Place Hotel would add to the City's hotel offerings for luxury, high end lodging. It would also generate additional transient occupancy tax (TOT) base to the City's General Plan.

2. Options 2 and 3

There may be refinements to the project that the Planning Commission may want to see addressed and/or additional analysis provided on topics to be identified, prior to recommendation to approve the project to the City Council.

Fiscal Impact

As noted above, this hotel project would generate additional transient occupancy tax (TOT) base to the City's General Plan.

Recommendation

Staff recommends the Planning Commission recommend approval this project to the City Council, and adopt Resolution A, provided in Attachment 2 to approve the MND, and Resolution B, to approve PD 17-001.

Attachments

1. Location Map
2. Resolution A, approving the MND for PD 17-001
3. Resolution B, approving PD 17-001
4. Notices
5. Initial Study / Mitigated Negative Declaration

Attachment 1
Location Map

Attachment 2
Draft Resolution A

RESOLUTION PC 18-XXX

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF PASO ROBLES
RECOMMENDING THE CITY COUNCIL ADOPT A MITIGATED NEGATIVE DECLARATION
AND MITIGATION MONITORING AND REPORTING PROGRAM FOR
PLANNED DEVELOPMENT (PD 17-011) HYATT PLACE HOTEL
THEATRE DRIVE - APN: 009-831-029
APPLICANT – RUPESH PATEL/ZENIQUE HOTELS

WHEREAS, an application for Planned Development 17-001 has been filed by Rupesh Patel of Zenique Hotels; and

WHEREAS, Planned Development 17-001 was filed for development of a Hyatt Place hotel with 133 rooms and ancillary site improvements (the "project"); and

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

- General Plan Regional Commercial (RC) land use designation – the project would "*provide services that serve the region as a whole*"; and

- Zoning District of Highway Commercial/Planned Development (C2-PD) – the project is a "*permitted*" use in the C2-PD District, and it can be shown to be consistent with the Planned Development provisions to allow a height limit exception, as determined through specific considerations and findings in Chapter 21.16A.070, and it is in compliance with applicable Zoning Code Standards for site development (e.g. setbacks, parking, etc.); and

- Gateway Design Standards – Gateway "N", the project is designed with the T2 design standards, including building orientation and design, setbacks, and landscaping; and

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

WHEREAS, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), Public Resources Code, Section 21000, et seq., and the City's Procedures for Implementing CEQA, an Initial Study and a Draft Mitigated Negative Declaration (MND) was prepared and circulated for a 30-day public review period beginning on March 1, 2018 and concluding April 3, 2018. Comments were received from Caltrans regarding transportation and the City and Caltrans agree that incremental impacts resulting from traffic in the vicinity will require payment of transportation impact fees that will be applied towards the improvements for a long-term solution previously approved by Caltrans, the City of Paso Robles, SLO County and SLOCOG at Hwy 101/SR46W. A copy of the Draft MND/Initial Study is included in Exhibit A of this Resolution, and it is on file at the Paso Robles Community Development Department; and

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

effects from: biological resources, traffic, cultural resources, noise, and utility service systems. With the implementation of this mitigation, all potential environmental effects will be reduced to a less than significant level. These mitigation measures are provided in Exhibit B, "Mitigation Monitoring and Reporting Program" attached to this Resolution; and

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

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

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

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

WHEREAS, a public hearing was conducted by the Planning Commission on to consider the Initial Study and the draft MND prepared for the proposed project, and to accept public testimony on the Planned Development and environmental determination. At the close of this public hearing, the Planning Commission recommended adoption of the MND and approval of the proposed project to the City Council; and

WHEREAS, based on the information and analysis contained in the Initial Study prepared for this project and testimony received as a result of the public notice, the Planning Commission finds that there is no substantial evidence supporting a fair argument that there would be a significant impact on the environment with mitigation measures imposed on the project; and

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

NOW, THEREFORE, BE IT RESOLVED, the Planning Commission of the City of El Paso de Robles, based on its independent judgment and analysis, recommends the City Council adopt the Mitigated Negative Declaration (Exhibit A) for the Hyatt Place Hotel Project, adopt a Mitigation Monitoring and Reporting Program (Exhibit B), and impose each mitigation measure as a condition of approval, in accordance with the Statutes and Guidelines of the California Environmental Quality Act (CEQA) and the City's Procedures for Implementing CEQA.

Attachment 2
Draft Resolution A

PASSED AND ADOPTED THIS 24th day of April, 2018, by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Doug Barth, Chairman

ATTEST:

Warren Frace, Secretary of the Planning Commission

Exhibit A - mitigated negative declaration
Exhibit B - Mitigation Monitoring and Reporting Program

Exhibit B
Mitigation Monitoring and Reporting Plan

Project File No. and Name: PD 17-001, Hyatt Place Project

Approving Resolution No.:_____ by: ☐Planning Commission ☐City Council Date:_____

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

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
BIO-1 **Nesting Birds Impact Avoidance and Minimization.** The applicant shall ensure the following actions are undertaken to avoid and minimize potential impacts to nesting birds: a. For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the California Fish and Game Code and the Migratory Bird Treaty Act shall be conducted by a qualified biologist no more than 14 days prior to vegetation removal. The surveys shall include the disturbance area plus a 500-foot buffer around the site. If active nests are located, all construction work shall be conducted outside a buffer zone from the nest to be determined by the qualified biologist. The buffer shall be a minimum of 50 feet for non-raptor bird species and at least 300 feet for raptor species. Larger buffers may be required depending upon the status of the nest and the construction activities occurring in the vicinity of the nest. The buffer area(s) shall be closed to all construction personnel and equipment until the adults and young are no longer reliant on the nest site. A qualified biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to removal of the buffer. b. If feasible, removal of vegetation within suitable nesting bird habitats will be scheduled to occur in the fall and winter (between September 1 and February 14), after fledging and before the	Project	Qualified Biologist; CDD	To be noted on building permits		Prior to issuance of grading permits

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
initiation of the nesting season.					
CR-1(a) **Retain a Qualified Principal Investigator/Native American Monitor.** A qualified principal investigator, defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology (hereafter qualified archaeologist), shall be retained to carry out all mitigation measures related to archaeological resources. Monitoring shall involve inspection of subsurface construction disturbance at or in the immediate vicinity of known sites, or at locations that may harbor buried resources that were not identified on the site surface. A Native American monitor shall also be present because the area is a culturally sensitive location. The monitor(s) shall be on-site on a full-time basis during earthmoving activities, including grading, trenching, vegetation removal, or other excavation activities.	Project	Qualified Principal Investigator; CDD	To be noted on building permits		Prior to issuance of grading permits
CR-1(b) **Unanticipated Discovery of Archeological Resources.** In the event that archaeological resources are exposed during construction, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist/ can visit the site of discovery and assess the significance of the resource. In the event that any artifact or an unusual amount of bone or shell is encountered during construction, work shall be immediately stopped within 100 feet of the exposed resource until a qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and CCR, Title 14, Section 15064.5[f]). Examples of such resources might include: ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historic trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they must be avoided or mitigated pursuant to the qualified archaeologist's direction. Mitigation may involve preservation in place or documentation and excavation of the resource. A report by the archaeologist evaluating the find and identifying mitigation actions taken shall be submitted to the City.	Project	CDD	To be noted on building permits		During construction activities
CR-1(c) **Unanticipated Discovery of Paleontological Resources.** A qualified paleontologist shall be consulted prior to implementing construction activities that will involve earth moving or soil excavation, and the paleontologist shall be available for consultation or evaluation of any paleontological resources uncovered by such activities. For any	Project	CDD	To be noted on building permits		During construction activities

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
previously undisturbed areas, a qualified paleontologist shall monitor earthmoving and soil excavation activities, consistent with relevant Federal, State, and local guidelines. If an unrecorded resource is discovered, construction or excavation activities shall be temporarily halted or directed to other areas pending the qualified paleontologist's evaluation of its significance. If the resource is significant, data collection, excavation, or other standard paleontological procedures shall be implemented to mitigate impacts pursuant to the qualified paleontologist's direction. Mitigation may involve preservation in place or documentation and excavation of the resource. A report by the paleontologist evaluating the find and identifying mitigation actions taken shall be submitted to the City.					
N-1(a) **Construction Activity Timing.** Except for emergency repair of public service utilities, or where an exception is issued by the City, no operation of tools or equipment used in construction, drilling, repair, alteration, or demolition work shall occur daily between the hours of 7:00 PM and 7:00 AM, or any time on Sundays, holidays, or after sunset.	Project	CDD	To be noted on building permits		Prior to issuance of grading permits

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
N-1(b) **Construction Equipment Best Management Practices (BMPs).** For all construction activity at the project site, noise attenuation techniques shall be employed to ensure that noise levels are maintained within levels allowed under Section 21.21.040 of the Paso Robles Municipal Code. Such techniques shall include: ▪ Sound blankets on noise-generating equipment. ▪ Stationary construction equipment that generates noise levels above 65 dBA at the project boundaries shall be shielded with barriers that meet a sound transmission class (a rating of how well noise barriers attenuate sound) of 25. ▪ All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers. ▪ For stationary equipment, the applicant shall designate equipment areas with appropriate acoustic shielding on building and grading plans. Equipment and shielding shall be installed prior to construction and remain in the designated location throughout construction activities. ▪ Electrical power shall be used to power air compressors and similar power tools. ▪ Temporary sound barriers shall be constructed between construction sites and affected uses. ▪ Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.	Project	CDD	To be noted on grading permits		Prior to issuance of grading permits
N-1(c) **Neighboring Property Owner Notification and Construction Noise Complaints.** The contractor shall inform business operators and residents at properties within 500 feet of the project site of proposed construction timelines and noise complaint procedures to minimize potential annoyance related to construction noise. Proof of mailing the notices shall be provided to the City before the City issues grading or building permits. Signs shall be in place before beginning of and throughout grading and construction activities.	Project	CDD	To be noted on grading permits		Prior to issuance of grading and building permits
T-1(a) **Northern Driveway Signage.** Signage shall be installed on-site to inform drivers of right-turns only for traffic outbound from the northern driveway of the project site prior to issuance of occupancy permits.	Project	CDD	To be noted on occupancy permits		Prior to issuance of certification of occupancy
T-1(b) **Southern Driveway Alignment and Turn-Pocket.** The southern driveway shall be designed to align with the Target Shopping Center driveway. The existing raised median on Theatre Drive shall be	Project	CDD	To be noted on grading permits		Prior to issuance of grading permits

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
modified to provide a left-turn pocket for traffic entering the project site from southbound Theatre Drive. These features shall be shown on project design plans prior to issuance of grading permits.					
UTIL-1 **Water Softener Use.** The project shall prohibit the use of self-generating water softeners. Discharge from self-generating water softeners increase salinity in the wastewater treatment system degrading and limiting the use of recycled water from the City's Wastewater Treatment Plant. Enforcement of this requirement would ensure the hotel does not contribute to wastewater violations.	Project	CDD	To be noted on building permits		Prior to issuance of certification of occupancy

Explanation of Headings:

- *Type: Project, ongoing, cumulative*
- *Monitoring Department or Agency: Department or Agency responsible for monitoring a particular mitigation measure*
- *Shown on Plans: When a mitigation measure is shown on the plans, this column will be initialed and dated*
- *Verified Implementation: When a mitigation measure has been implemented, this column will be initialed and dated.*
- *Remarks: Area for describing status of ongoing mitigation measure, or for other information.*

CDD = Community Development Department

Attachment 3
Draft Resolution A

RESOLUTION PC 18-XXX

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF EL PASO DE ROBLES
RECOMMENDING APPROVAL OF PLANNED DEVELOPMENT (PD 17-001)
TO THE CITY COUNCIL FOR HYATT PLACE HOTEL
A 133-ROOM, 4-STORY, 77,020 SF HOTEL
APPLICANT – RUPESH PATEL/ZENIQUE HOTELS
THEATRE DRIVE & SR 46W, APN: 009-831-029

WHEREAS, the proposed 133-room Hyatt Place Hotel (HPH) is proposed at the southeast corner of the State Route 46 (SR 46) West/Theatre Drive intersection, approximately 700 feet to the west of the United States Highway 101 (U.S. 101)/ SR 46 West interchange on a 3.1 acre property; and

WHEREAS, the property is zoned Commercial Highway/Planned Development (C-2/PD), and is designated in the General Plan as Regional Commercial (RC). Hotels are a permitted land use in the C-2/PD zone, and are consistent with the RC General Plan designation. The site is also identified in the Gateway Development Standards as Area N/Highway 46 West. The site design is consistent with the Area N development standards; and

WHEREAS, the 133-room, 77,020 square foot hotel is proposed to be 4-stories (52 feet in height), which would exceed the maximum height permitted in the C2/PD zone. Per Zoning Code, Section 21.16A.070, the Planning Commission may recommend to the City Council specific findings for approval of a height exception to allow a project to exceed the City's height limit; and

WHEREAS, the elevations are well articulated by recessing rooflines and building facades to break up the massing. Additionally, the architectural elevations include use of stonework on the first floor, different paint colors, balconies, and awnings to help project provide variation in form and visual interest, as well as a unique angled porte-cochere entry feature; and

WHEREAS, parking for the hotel is proposed on all four sides of the building, however, for consistency with the Gateway Standards, less parking spaces and more landscaping are proposed on the northwest corner of the building so that parking is less visible adjacent to the street and highway. Parking spaces at the corner of Theatre Drive and SR 46E will be recessed from the corner and screened with landscaping to diminish their visibility; and

WHEREAS, the building footprint is proposed to be set back between approximately 80 – 85 feet from the front property line on Theatre Drive, and along the rear property line (between the Hampton Inn property and proposed project). The hotel site includes an outdoor pool and use area on the north and west sides of the building, which takes advantage of surrounding views. The trash enclosure is proposed on the northern corner of the site and would be screened from view of the highway; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), an Initial Study and Mitigated Negative Declaration (IS/MND) was prepared for this project to analyze potential environmental effects from this project. The study determined that the project may result in potential effects to: biological resources, traffic, cultural resources, noise and utility service systems. Mitigation measures were prepared to reduce potential impacts to a less than significant level and are incorporated into a Mitigation Monitoring and Reporting Program (MMRP); and

WHEREAS, the Development Review Committee (DRC) reviewed this project on December 18, 2017. The DRC supported the project and recommended consideration of the project by the Planning Commission.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso de Robles does hereby recommends approval of Planned Development 17-001 to the City Council, subject to the following conditions of approval:

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

Section 2. Findings. In accordance with Zoning Ordinance Section 21.23B.050, Findings for Approval of Development Plans, and based upon the facts and analysis presented in the staff report and the attachments thereto, the public testimony received, and subject to the Conditions of Approval listed below, the Planning Commission makes the following findings:

1. The project is consistent with the goals and policies established by the General Plan, since the project would provide for expanded hotel development that supports additional tourist-oriented development and local employment;

2. This project is consistent with the zoning code, particularly the purpose and intent of the Commercial Highway (C2-PD) zoning district in which the project is proposed to be located and all other adopted codes, policies and standards;

3. The proposed development plan will not be detrimental to the health, safety, morals, comfort, convenience and general welfare of the person residing or working in the neighborhood, or be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the city since the property is surrounded by similar hotel and commercial land uses, is setback from residential land uses in the County, and it would not result in significant noise, traffic, light, glare, or other potential effects;

4. The proposed development plan accommodates the aesthetic quality of the city as a whole since it is designed consistent with the Gateway Design Standards (Gateway N), and incorporates attractive building elevations (including a varied roofline) and building and landscape materials;

5. The proposed development plan meets the Findings required in Section 21.16A.070 to exceed the applicable height standard of the C2-PD zoning district of 50 feet to allow the proposed building to be 52.1 feet in height, specifically that the modification of the standards as set forth in this chapter or elsewhere in the zoning ordinance provides a greater public benefit through such modifications. Additionally, an increase in allowable building heights would not create an adverse visual impact nor compromise the safety of occupants, because it has been determined that the variation in roof elements for a building height of 52.1 feet would benefit the public by providing a more attractive, interesting architectural design at the City's gateway, and that the additional height proposed with this project would not likely be significantly noticeable as compared to being 50 feet in height in compliance with the applicable building height standard in the C2/PD zone, nor would it likely create an adverse visual impact at this location since it is set back into the site and has a backdrop of other large-scale hotels. The City's adopted building and safety codes would ensure safety for occupants of a building that would exceed the height standard, up to 52.1 feet in height, and the Emergency Services Department can adequately serve this proposed development;

6. The proposed development plan is compatible with, and is not detrimental to, surrounding land uses and improvements, provides an appropriate visual appearance, and with mitigation measures incorporated as conditions of approval herein would not significantly impact environmental resources under the California Environmental Quality Act;

7. The proposed development plan contributes to the orderly development of the city as a whole by providing a well-designed project that is suitable for the location where it is proposed and surrounding land uses in the vicinity.

Section 3. Approval. The Planning Commission of the City of El Paso de Robles does hereby approved Planned Development 17-001, subject to the following Conditions and Exhibits .

1. Exhibit A - Project Specific Conditions of Approval
2. Exhibit B - Standard Conditions of Approval
3. Exhibit C - Architectural Appearance Renderings
4. Exhibit D - Site Plan
5. Exhibit E - Elevations
6. Exhibit F - Color and Materials
7. Exhibit G - Landscape Plan
8. Exhibit H - Floor Plans

PASSED AND ADOPTED THIS 24th day of April, 2018 by the following Roll Call Vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Chairperson, Doug Barth

ATTEST:

_____
Warren Frace, Planning Commission Secretary

Exhibit A

PROJECT SPECIFIC CONDITIONS:

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

Planning Division Conditions:

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

EXHIBITS DESCRIPTION

B. Standard Conditions
C. Architectural Appearance Renderings
D. Site Plan
E. Elevations
F. Color and Materials
G. Landscape Plan
H. Floor Plans

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

3. Approval of this project is valid for a period of two (2) years from date of approval. Unless permits have been issued and site work has begun, the approval of Planned Development 17-001 shall expire on April 24, 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.

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

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

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

7. 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).

8. Self-generating water softener equipment shall be prohibited.

9. This project shall be required to pay its "fair share" of the estimated costs of the improvements planned at the U.S. 101/SR 46W interchange through payment of transportation development

impact fees, in accordance with the City's Development Impact Fee Program (DIF) established by Council Resolution No. 14-035.

10. 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.

11. BIO-1: Nesting Birds Impact Avoidance and Minimization. The applicant shall ensure the following actions are undertaken to avoid and minimize potential impacts to nesting birds: For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the California Fish and Game Code and the Migratory Bird Treaty Act shall be conducted by a qualified biologist no more than 14 days prior to vegetation removal. The surveys shall include the disturbance area plus a 500-foot buffer around the site. If active nests are located, all construction work shall be conducted outside a buffer zone from the nest to be determined by the qualified biologist. The buffer shall be a minimum of 50 feet for non-raptor bird species and at least 300 feet for raptor species. Larger buffers may be required depending upon the status of the nest and the construction activities occurring in the vicinity of the nest. The buffer area(s) shall be closed to all construction personnel and equipment until the adults and young are no longer reliant on the nest site. A qualified biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to removal of the buffer. If feasible, removal of vegetation within suitable nesting bird habitats will be scheduled to occur in the fall and winter (between September 1 and February 14), after fledging and before the initiation of the nesting season.

12. CR-1(a): Retain a Qualified Principal Investigator/Native American Monitor. A qualified principal investigator, defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology (hereafter qualified archaeologist), shall be retained to carry out all mitigation measures related to archaeological resources. Monitoring shall involve inspection of subsurface construction disturbance at or in the immediate vicinity of known sites, or at locations that may harbor buried resources that were not identified on the site surface. A Native American monitor shall also be present because the area is a culturally sensitive location. The monitor(s) shall be on-site on a full-time basis during earthmoving activities, including grading, trenching, vegetation removal, or other excavation activities.

13. CR-1(b): Unanticipated Discovery of Archeological Resources. In the event that archaeological resources are exposed during construction, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist/ can visit the site of discovery and assess the significance of the resource. In the event that any artifact or an unusual amount of bone or shell is encountered during construction, work shall be immediately stopped within 100 feet of the exposed resource until a qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and CCR, Title 14, Section 15064.5[f]). Examples of such resources might include: ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historic trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they must be avoided or mitigated pursuant to the qualified archaeologist's direction. Mitigation may involve preservation in place or documentation and excavation of the resource. A report by the archaeologist evaluating the find and identifying mitigation actions taken shall be submitted to the City.

14. CR-1(c): Unanticipated Discovery of Paleontological Resources. A qualified paleontologist shall be consulted prior to implementing construction activities that will involve earth moving or soil excavation, and the paleontologist shall be available for consultation or evaluation of any paleontological resources uncovered by such activities. For any previously undisturbed areas, a qualified paleontologist shall monitor earthmoving and soil excavation activities, consistent with relevant Federal, State, and local guidelines. If an unrecorded resource is discovered, construction or excavation activities shall be temporarily halted or directed to other areas pending the qualified paleontologist's evaluation of its significance. If the resource is significant, data collection, excavation, or other standard paleontological procedures shall be implemented to mitigate impacts pursuant to the qualified paleontologist's direction. Mitigation may involve preservation in place or documentation and excavation of the resource. A report by the paleontologist evaluating the find and identifying mitigation actions taken shall be submitted to the City.

15. N-1(a): Construction Activity Timing. Except for emergency repair of public service utilities, or where an exception is issued by the City, no operation of tools or equipment used in construction, drilling, repair, alteration, or demolition work shall occur daily between the hours of 7:00 PM and 7:00 AM, or any time on Sundays, holidays, or after sunset.

16. N-1(b): Construction Equipment Best Management Practices (BMPs). For all construction activity at the project site, noise attenuation techniques shall be employed to ensure that noise levels are maintained within levels allowed under Section 21.21.040 of the Paso Robles Municipal Code. Such techniques shall include:
    - Sound blankets on noise-generating equipment.
    - Stationary construction equipment that generates noise levels above 65 dBA at the project boundaries shall be shielded with barriers that meet a sound transmission class (a rating of how well noise barriers attenuate sound) of 25.
    - All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.
    - For stationary equipment, the applicant shall designate equipment areas with appropriate acoustic shielding on building and grading plans. Equipment and shielding shall be installed prior to construction and remain in the designated location throughout construction activities.
    - Electrical power shall be used to power air compressors and similar power tools.
    - Temporary sound barriers shall be constructed between construction sites and affected uses.
    - Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.

17. N-1(c): Neighboring Property Owner Notification and Construction Noise Complaints. The contractor shall inform business operators and residents at properties within 500 feet of the project site of proposed construction timelines and noise complaint procedures to minimize potential annoyance related to construction noise. Proof of mailing the notices shall be provided to the City before the City issues grading or building permits. Signs shall be in place before beginning of and throughout grading and construction activities.
18. T-1(a): Northern Driveway Signage. Signage shall be installed on-site to inform drivers of right-turns only for traffic outbound from the northern driveway of the project site prior to issuance of occupancy permits.

19. T-1(b): Southern Driveway Alignment and Turn-Pocket. The southern driveway shall be designed to align with the Target Shopping Center driveway. The existing raised median on Theatre Drive shall be modified to provide a left-turn pocket for traffic entering the project site from

southbound Theatre Drive. These features shall be shown on project design plans prior to issuance of grading permits.

20. 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;

    l. All PM_{10} 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.

22 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.

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

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

25. 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;

26. 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.

27. Electrify equipment when possible;

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

29. 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:

30. Prior to grading permit issuance, the applicant shall submit a final stormwater control plan for the project to be approved by the City Engineer.

31. 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.

32. Details for screening the double check valve assembly on the fire line must be provided with the grading permit.

33. 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.

34. This project shall be required to pay its "fair share" of the estimated costs of the improvements planned at the U.S. 101/SR 46W interchange through payment of transportation development impact fees, in accordance with the City's Development Impact Fee Program (DIF) established by Council Resolution No. 14-035.

35. The applicant shall record an easement in favor of the City at the northwest corner of the property at Theatre Drive and SR46W of a size and location to the satisfaction of the Community Development Director and City Engineer for a future City entry gateway sign installation.

36. The applicant shall coordinate with the City to record an access easement to construct and provide access to the property through the City's property to the south side of the property to the satisfaction of the City Engineer.

37. Should a future lot split be recorded on the subject property, it shall include a requirement to record a reciprocal access and parking agreement to the satisfaction of the City Engineer.

38. The applicant shall extend water and sewer service lines from Theatre Drive and Gahan Place to serve the property, subject to approval of the City Engineer.

Exhibit B

CITY OF EL PASO DE ROBLES
STANDARD DEVELOPMENT CONDITIONS

☒ Planned Development 17-001 ☐ Conditional Use Permit

☐ Tentative Parcel Map ☐ Tentative Tract Map

Approval Body: Planning Commission Date of Approval: April 24, 2018

Applicant: Rupesh Patel Location: N/W corner of Theatre Drive and SR 46W

APN: 009-831-029

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 April 24, 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.

☒ 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

size of containers to be stored in the enclosure.

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

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

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

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

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

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

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

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

(Adopted by Planning Commission Resolution _____)

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

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

☒ a. A detailed site plan indicating the location of all structures, parking layout, outdoor storage areas, walls, fences and trash enclosures;
☒ b. A detailed landscape plan;
☒ c. Detailed building elevations of all structures indicating materials, colors, and architectural treatments;
☒ d. Other: 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 Strom Water Discharges Associated with Construction Activity shall be provided for any site that disturbs greater than or equal to one acre, including projects that are less than one acre that are part of a larger plan of development or sale that would disturb more than one acre.

E. PRIOR TO ISSUANCE OF A BUILDING PERMIT:

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

Standards and Specifications.

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

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

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

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

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

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

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

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

Street Name	City Standard	Standard Drawing No.

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

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

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

shoulder adequate to provide for two-way traffic.

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

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

☒ 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.

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

G. GENERAL CONDITIONS

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

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

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

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

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

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

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

   ☒ Final inspections shall be completed on all buildings.

Exhibit C
Architectural Renderings

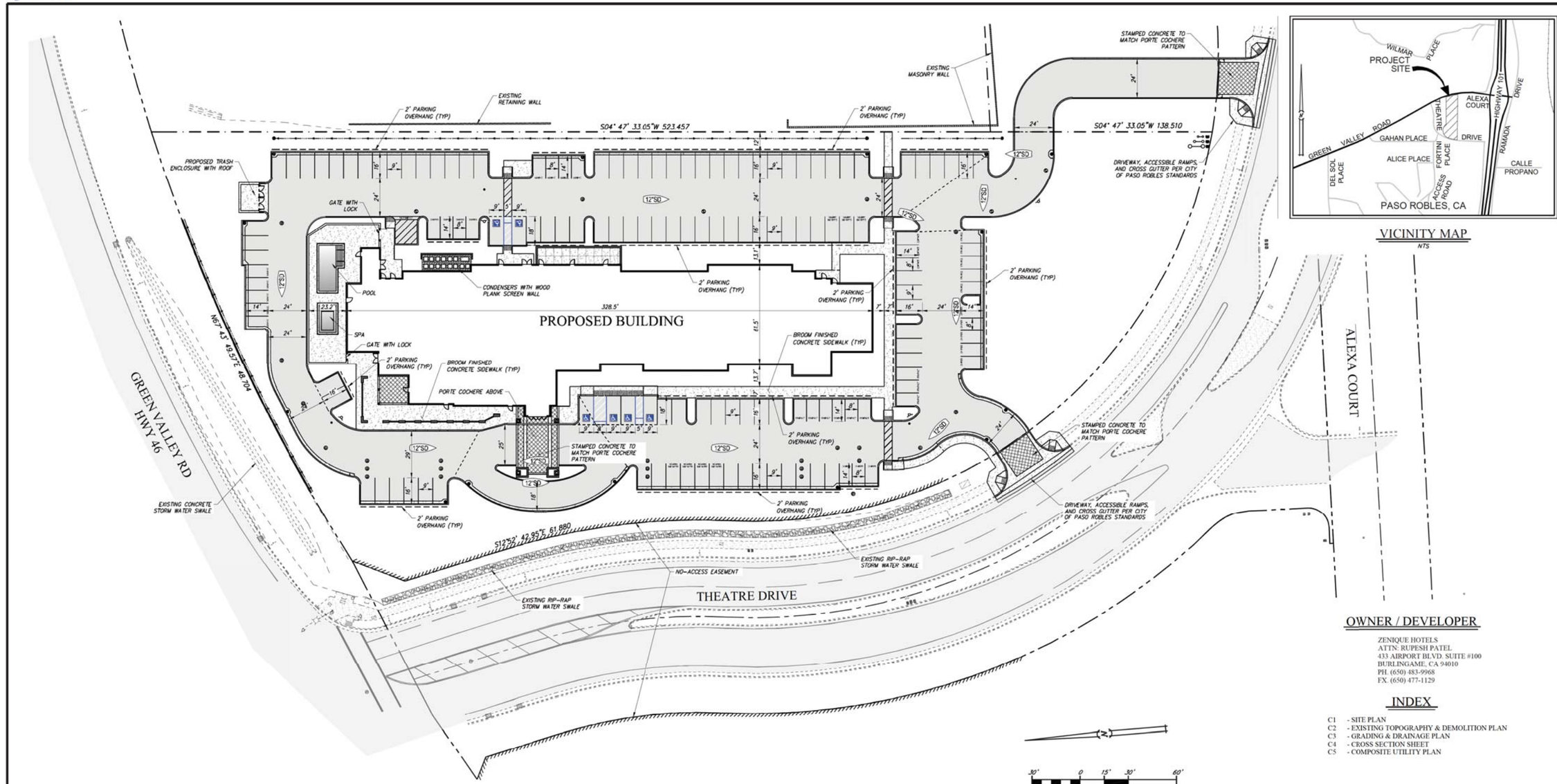

HYATT PLACE


HYATT PLACE


HYATT PLACE
CITY OF
EL PASO DE ROBLES
46
EAST

Agenda Item 2


HYATT PLACE



VICINITY MAP
NTS

OWNER / DEVELOPER

ZENIQUE HOTELS
ATTN: RUPESH PATEL
433 AIRPORT BLVD. SUITE #100
BURLINGAME, CA 94010
PH. (650) 483-9968
FX. (650) 477-1129

INDEX

GENERAL - NEW FOUR (4) STORY, 133 UNIT, ABOVE GRADE HOTEL WITH SURFACE PARKING AND SITE AMENITIES. THE BUILDING IS USED FOR GUEST ROOMS, REGISTRATION/LOUNGE, LIMITED FOOD, MEETING ROOMS, EXERCISE ROOM, AND MECHANICAL AND ELECTRICAL ROOMS.

ZONING - C2PD - COMMERCIAL - HIGHWAY

TOTAL LAND AREA - 135,385 SQ. FT. (3.108 ACRES TOTAL)

TOTAL BUILDING - 77,020 SQ. FT. (INCLUDES ALL FLOORS)

BLDG. HEIGHT - 52'-1" TO TOP OF ROOF PEAK

LAND USE -

	% OF TOTAL
BUILDING - 22,470 SQ. FT.	16
ASPHALT PAVING - 49,865 SQ. FT.	37
CONCRETE WALKS AND PADS - 13,023 SQ. FT.	10
FUTURE COMMERCIAL SITE - 17,023 SQ. FT.	13
LANDSCAPE/UNDISTURBED AREA - 32,592 SQ. FT.	24
	100

NOTE: ABOVE QUANTITIES FOR INFORMATION ONLY NOT FOR ESTIMATING PURPOSES.

ACCORDING TO THE CITY OF PASO ROBLES THE SUBJECT PROPERTY IS ZONED C2PD - COMMERCIAL - HIGHWAY AND IS SUBJECT TO THE FOLLOWING CONDITIONS:

USE- C-2 OCCUPANCY

SETBACK- N/A

PARKING RESTRICTIONS

COMMERCIAL-(1) SPACE FOR EACH

ADA PARKING: (1) ADA SPACE FOR 1-25 SPACES
(2) ADA SPACES FOR 25-50 SPACES
(3) ADA SPACES FOR 51-75 SPACES
(4) ADA SPACES FOR 76-100 SPACES
(5) ADA SPACES FOR 101-150 SPACES

PARKING-

REGULAR PARKING:		- 102 PROVIDED
COMPACT PARKING	(30% MAX)	- 40 PROVIDED (27%)
ADA HANDICAP PARKING:	5 REQUIRED	- 6 PROVIDED
TOTAL PARKING:	138 REQUIRED	- 148 PROVIDED

FLOOD ZONE CLASSIFICATION-
THIS PROPERTY LIES WHOLLY WITH IN ZONE X (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOOD PLANE) PER THE FIRM MAP NUMBER 06079C0604G SAN LUIS OBISPO COUNTY, CALIFORNIA AND INCORPORATED AREAS PANEL 604 OF 2050. COMMUNITY - EL PASO DE ROBLES, CITY OF NUMBER - 060308 PANEL - 0604 SUFFIX - G

RODRICK H. HAWKINS R.C.E. 50188
KEVIN J. GENASCI P.L.S. 8660
ANDREW S. FOX R.C.E. 84375
CROLIE E. LINDSAY R.C.E. 31900 , P.L.S. 4709

SYM.	DATE	DESCRIPTION OF REVISION	APPD

811 Know what's below. Call before you dig.

BY: MTS, JI
CHK: RHH
DATE: 2017-11-10

HAWKINS & ASSOCIATES
ENGINEERING, INC.
436 MITCHELL ROAD
MODESTO, CA. 95354
PH: (209) 575 - 4295
FX: (209) 578 - 4295

SITE PLAN

PRELIMINARY APPLICATION EXHIBIT

HYATT PLACE
XXXX THEATER DRIVE
PASO ROBLES, CALIFORNIA 93446

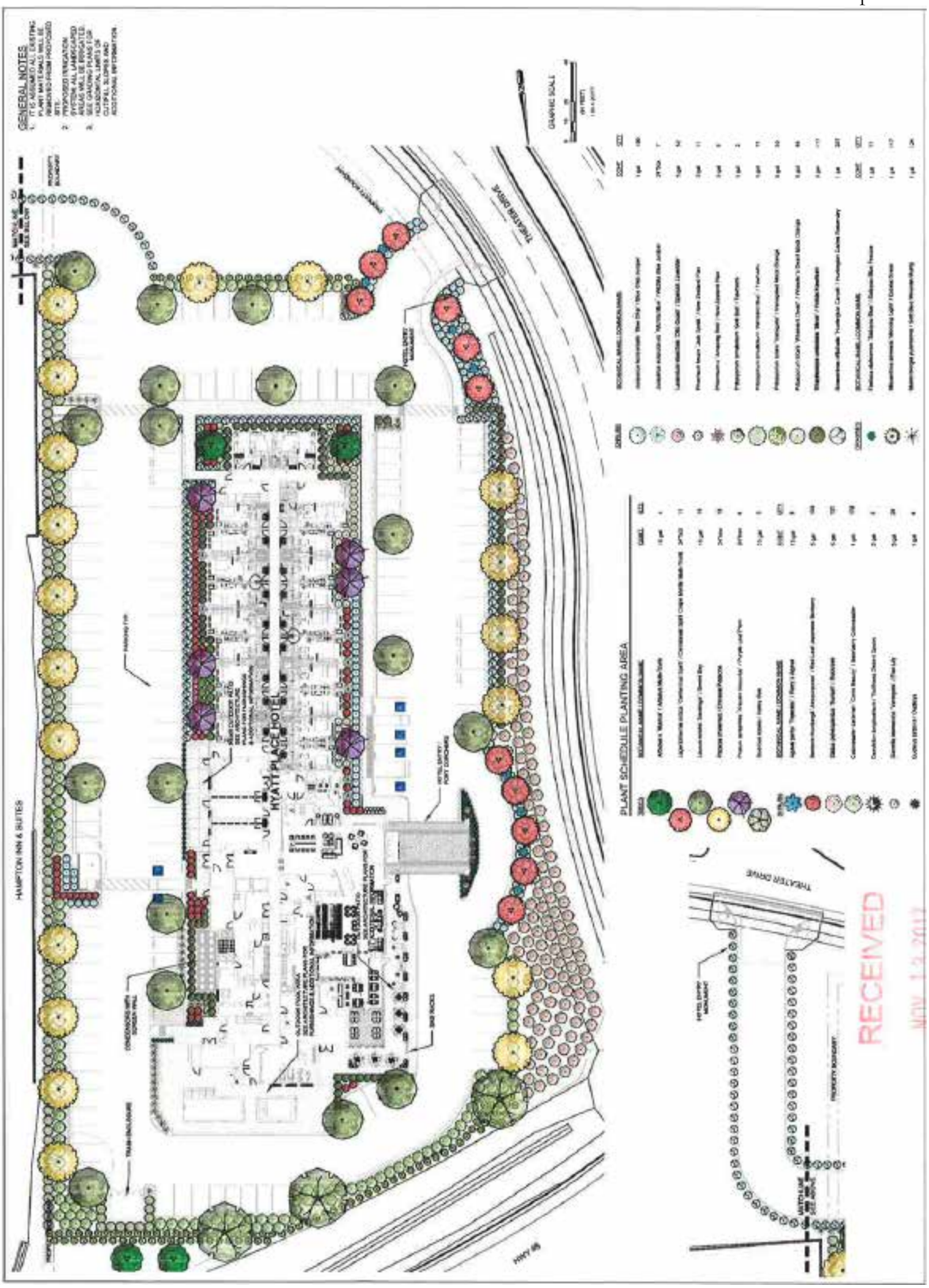
DATE:

SHEET
C1
OF
6

3295.01

Exhibit F
Colors and Materials

Exhibit G
Landscape Plan



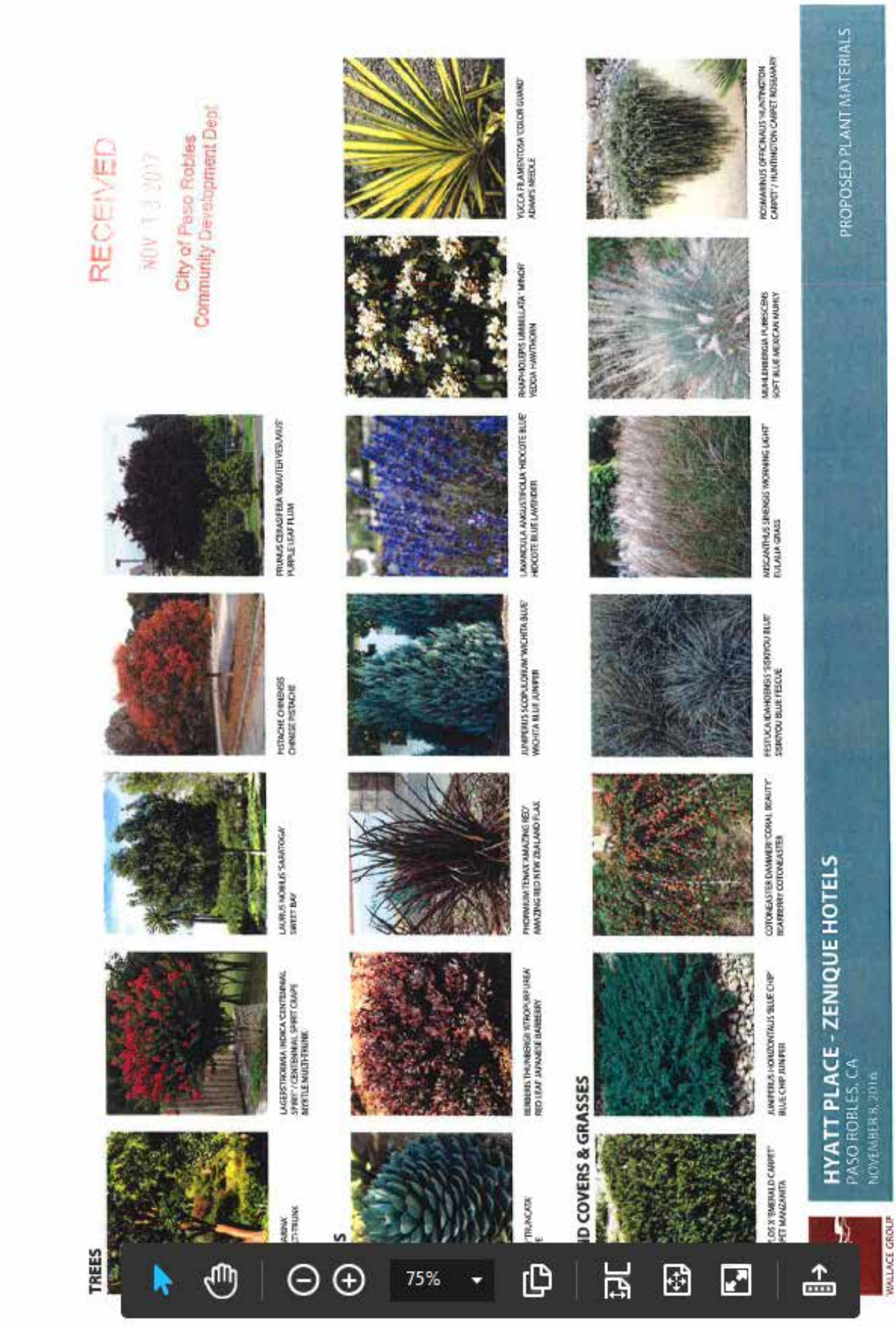
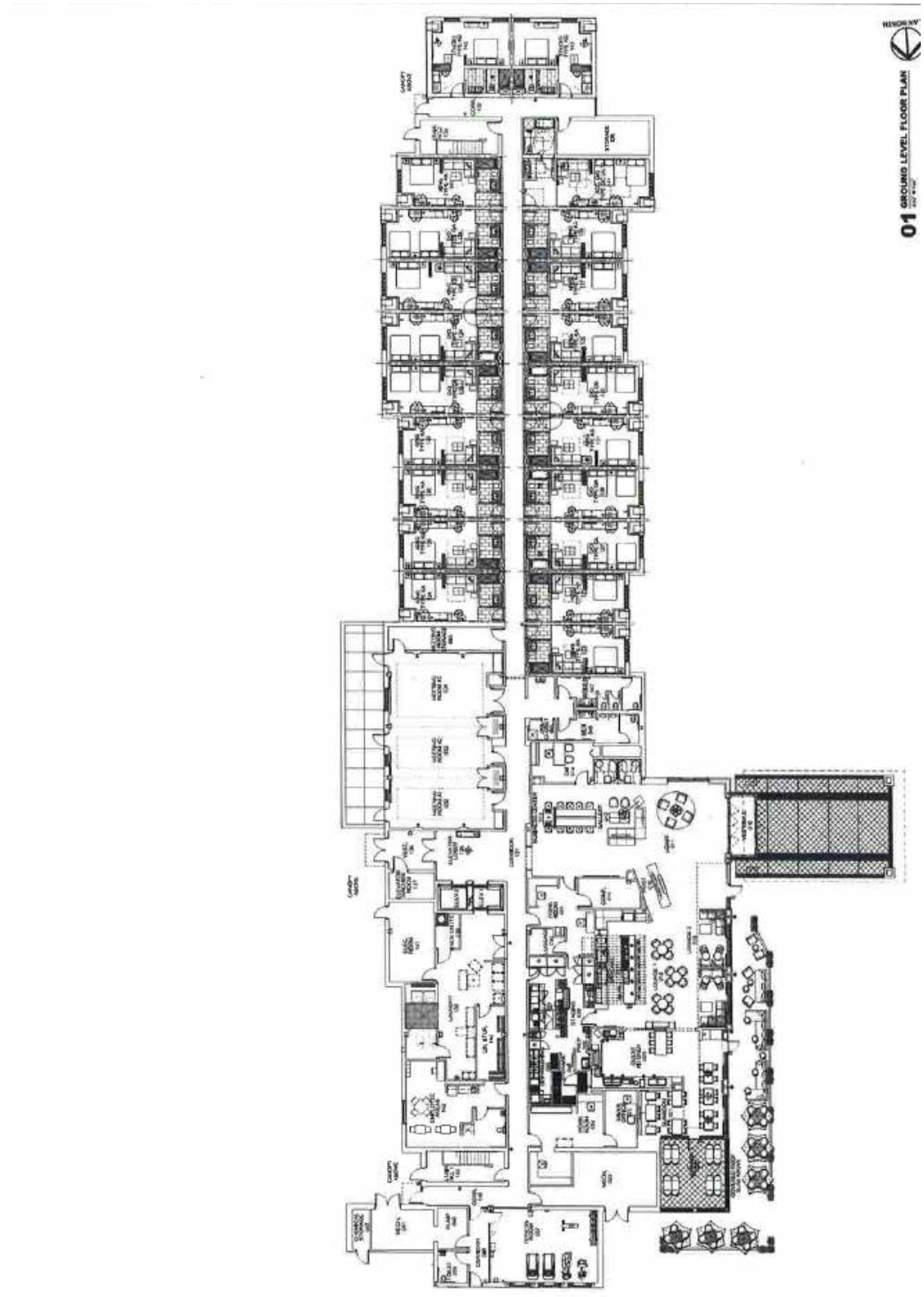
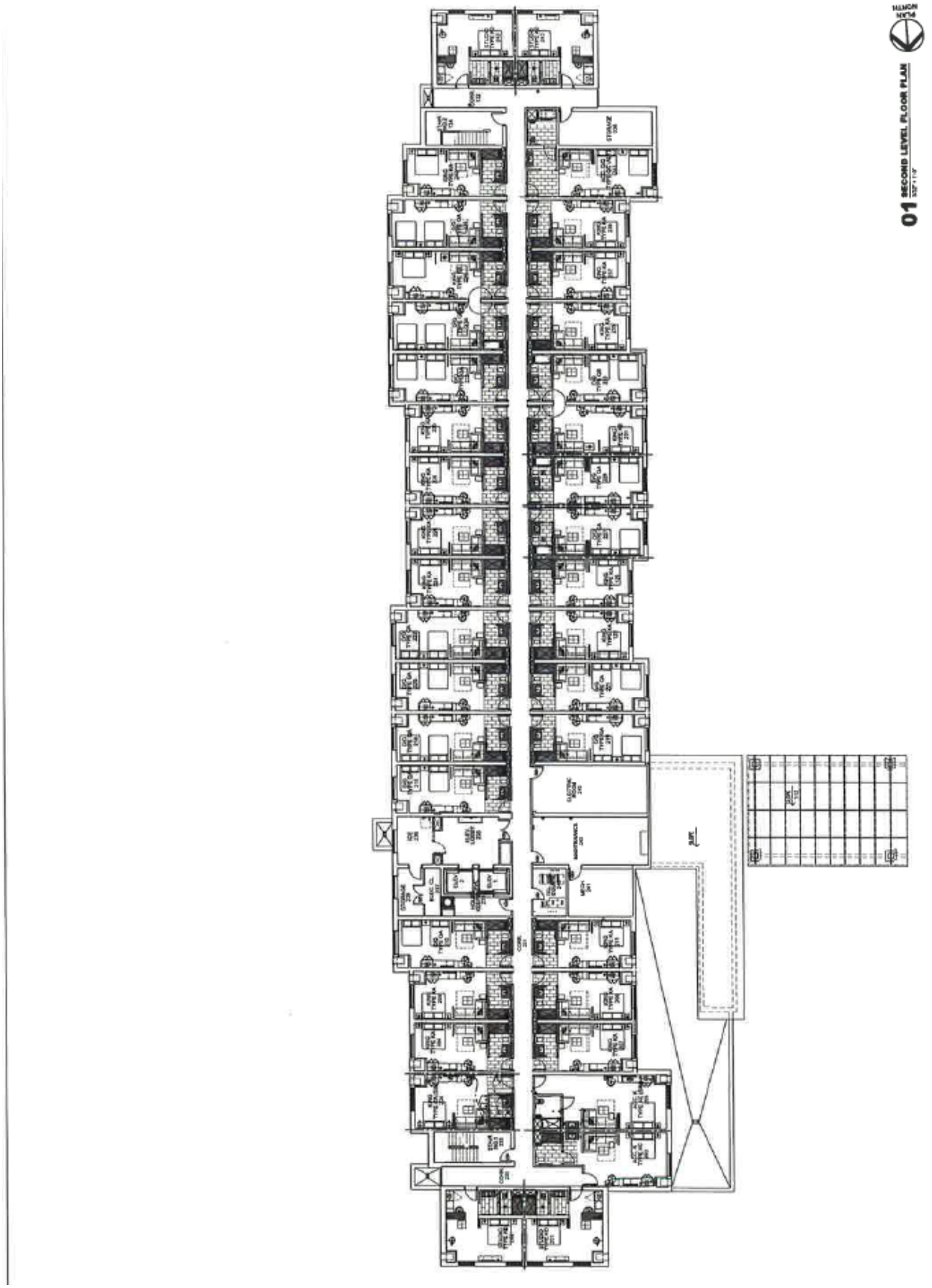
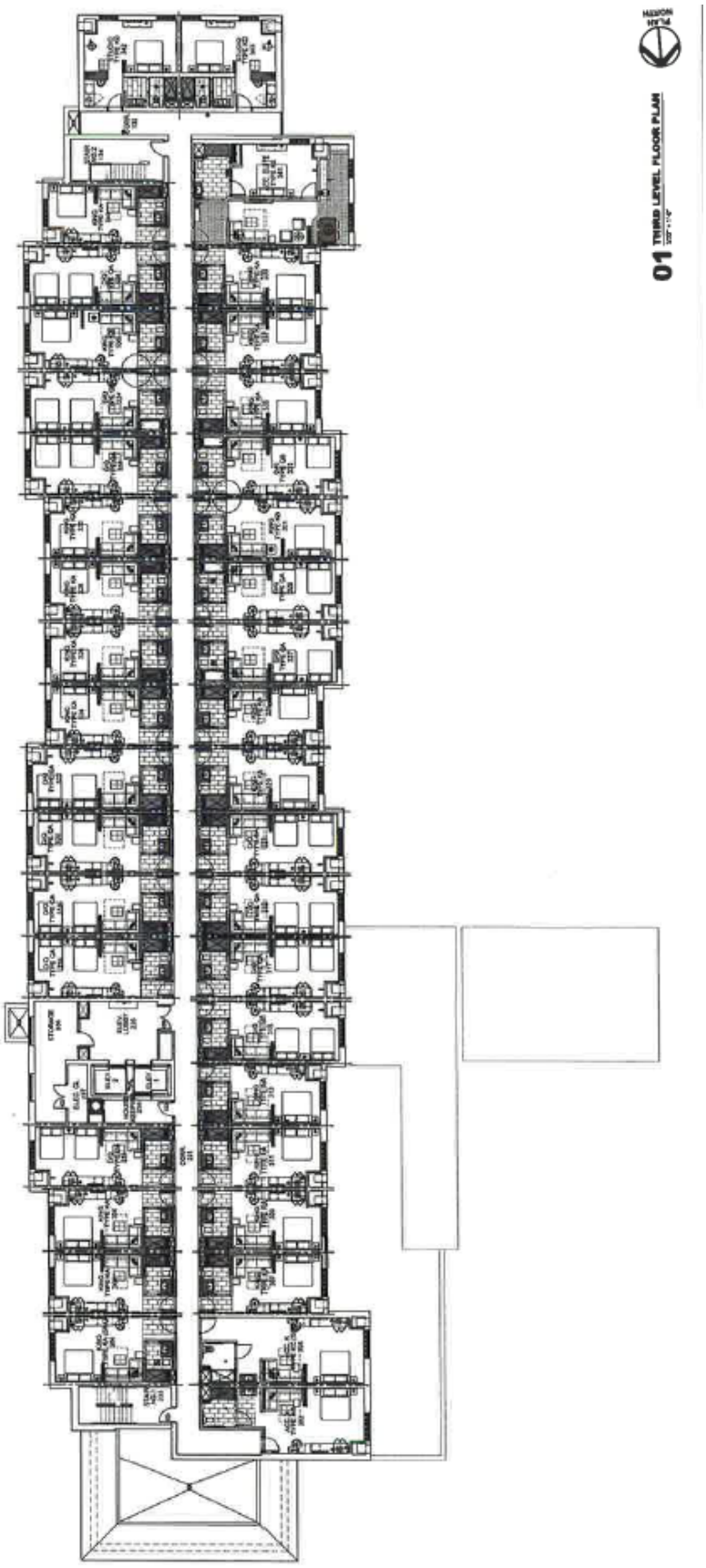

RECEIVED
NOV 13 2017
City of Paso Robles
Community Development Dept
TREES
LAGERSTROEMIA INDICA 'CENTENNIAL SPIRIT' / CENTENNIAL SPIRIT CRAPE MYRTLE MULTI-TRUNK
LAURUS NOBILIS 'SARATOGA' SWEET BAY
PISTACHE CHINENSIS CHINESE PISTACHE
PRUNUS CERASIFERA 'KRAUTER VESUVIUS' PURPLE LEAF PLUM
RHAPHIOLEPIS UMBELLATA 'MINOR' YEDDA HAWTHORN
YUCCA FILAMENTOSA 'COLOR GUARD' ADAMS NEEDLE
ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY
MUHLENBERGIA RIGENS SOFT BLUE MEXICAN MUHLY
MISCANTHUS SINENSIS 'MORNING LIGHT' EULALIA GRASS
FESTUCA IDAHOENSIS 'SISKIYOU BLUE' SISKIYOU BLUE FESCUE
PHORMIUM TENAX 'AMAZING RED' / AMAZING RED NEW ZEALAND FLAX
JUNIPERUS SCOPULORUM 'WICHITA BLUE' WICHITA BLUE JUNIPER
LAVANDULA ANGUSTIFOLIA 'HIDCOTE BLUE' HIDCOTE BLUE LAVENDER
BERBERIS THUNBERGII ATROPURPUREA 'RED LEAF' JAPANESE BARBERRY
COTONEASTER DAMMERI 'CORAL BEAUTY' BEARBERRY COTONEASTER
JUNIPERUS HORIZONTALIS 'BLUE CHIP' BLUE CHIP JUNIPER
ID COVERS & GRASSES
HYATT PLACE - ZENIQUE HOTELS
PASO ROBLES, CA
NOVEMBER 9, 2016
PROPOSED PLANT MATERIALS
WALLACE GROUP
75%

Exhibit H
Floor Plans

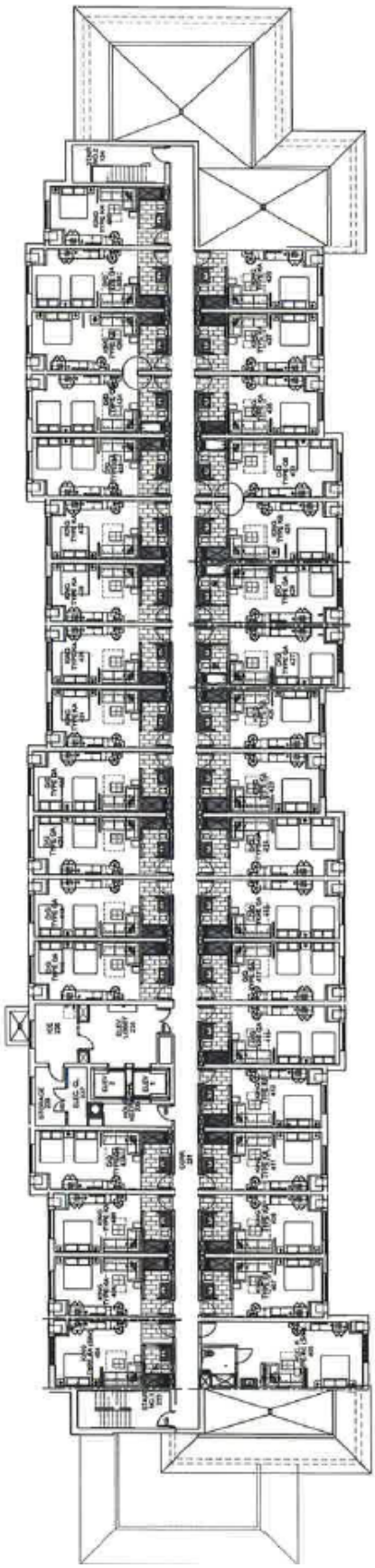



01 SECOND LEVEL FLOOR PLAN

Agenda Item 2


01 THIRD LEVEL FLOOR PLAN

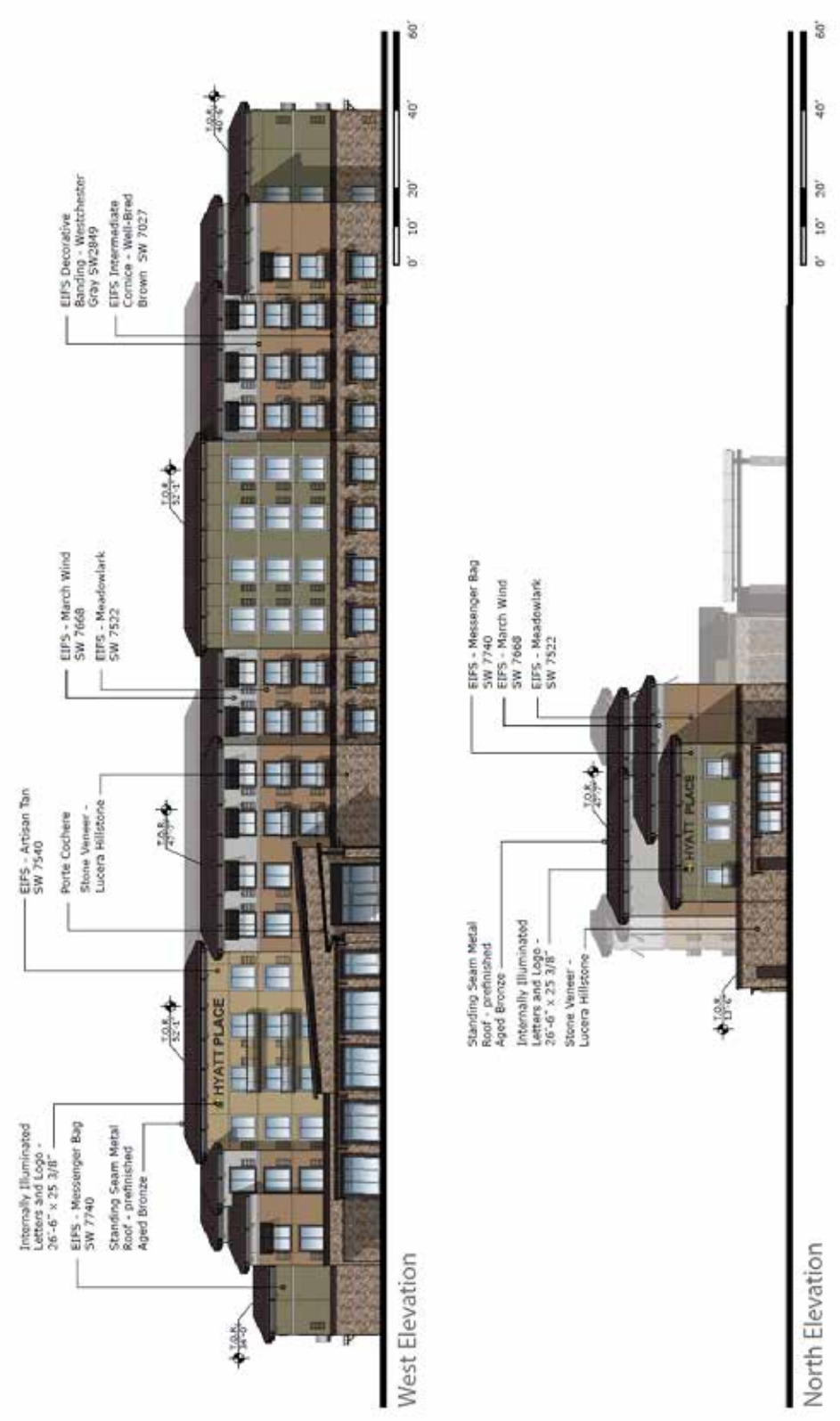
Agenda Item 2

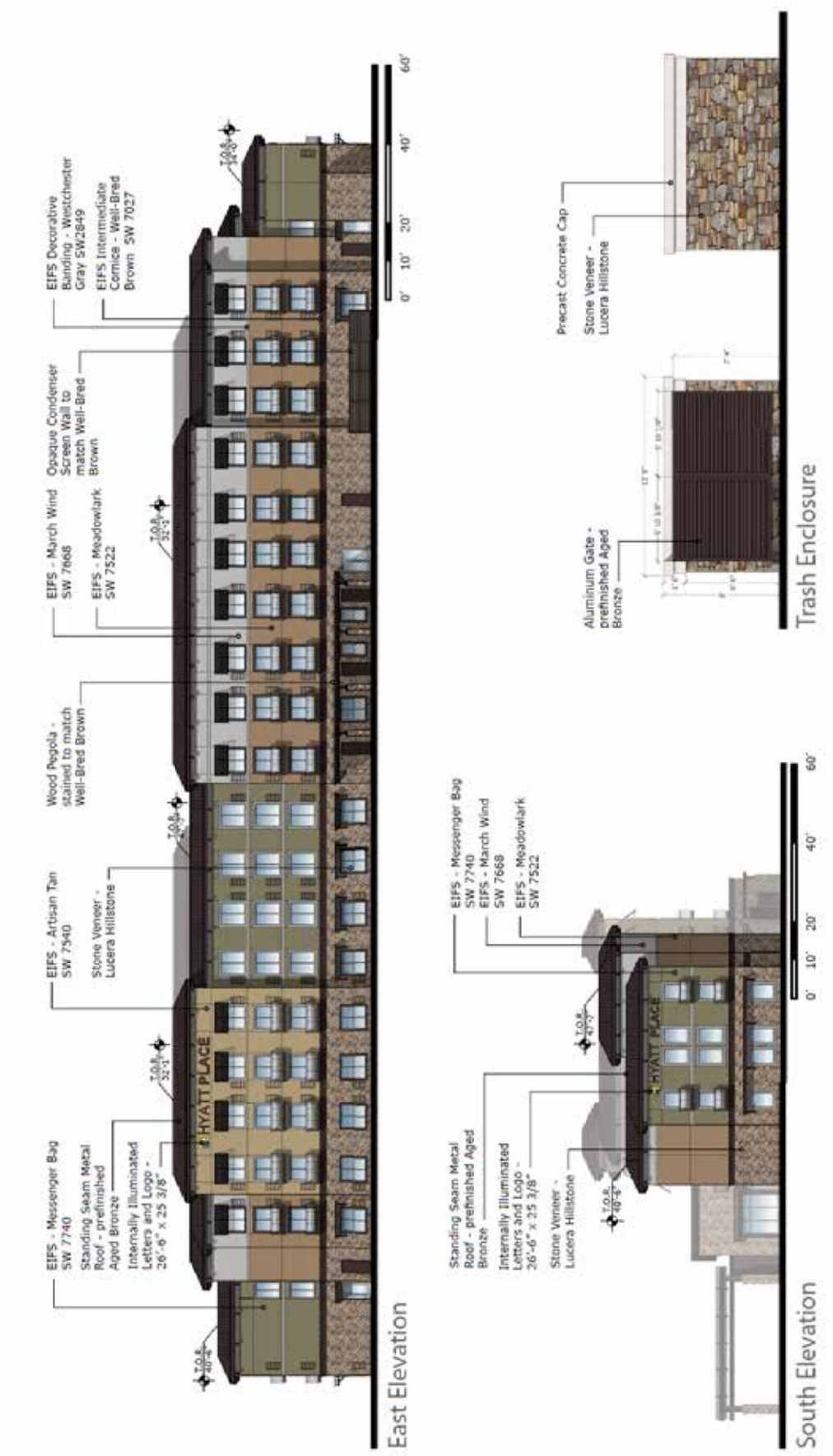


01 FOURTH LEVEL FLOOR PLAN

Agenda Item 2

Exhibit C
Elevations




EIFS - Messenger Bag SW 7740
Standing Seam Metal Roof - prefinished Aged Bronze
Internally Illuminated Letters and Logo - 26'-6" x 25 3/8"
EIFS - Artisan Tan SW 7540
Stone Veneer - Lucera Hillstone
Wood Pegola - stained to match Well-Bred Brown
EIFS - March Wind SW 7668
EIFS - Meadowlark SW 7522
Opaque Condenser Screen Wall to match Well-Bred Brown
EIFS Decorative Banding - Westchester Gray SW2849
EIFS Intermediate Cornice - Well-Bred Brown SW 7027
HYATT PLACE
East Elevation
EIFS - Messenger Bag SW 7740
EIFS - March Wind SW 7668
EIFS - Meadowlark SW 7522
Standing Seam Metal Roof - prefinished Aged Bronze
Internally Illuminated Letters and Logo - 26'-6" x 25 3/8"
Stone Veneer - Lucera Hillstone
HYATT PLACE
South Elevation
Precast Concrete Cap
Stone Veneer - Lucera Hillstone
Aluminum Gate - prefinished Aged Bronze
Trash Enclosure

CITY OF EL PASO DE ROBLES

"The Pass of the Oaks"

NOTICE OF INTENT TO RECOMMEND APPROVAL TO THE CITY COUNCIL OF THE CITY OF PASO ROBLES OF A MITIGATED NEGATIVE DECLARATION FOR A PLANNED DEVELOPMENT (PD 17-011) FOR HYATT PLACE HOTEL AND PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of El Paso de Robles will consider recommending approval to the City Council of a Mitigated Negative Declaration in accordance with the California Environmental Quality Act and approval of the following project:

Project Title:	Planned Development 17-011 (Hyatt Place Hotel)
Applicant:	Rupesh Patel, Zenique Hotels
Project Location:	Southeast corner of State Route 46 West/Theatre Drive (on the vacant parcel west of the Hampton Inn Hotel on Alexa Court); Assessor's Parcel Number 009-831-029.
Project Description:	A request to develop a 133-room 4-story hotel and ancillary support uses.

This project was previously noticed for consideration by the Planning Commission on March 27, 2018, however, the public review period and public hearing date has changed. The Public Review Period for the proposed Mitigated Negative Declaration will commence on March 5, 2018, and end on April 3, 2018. A public hearing before the Planning Commission is scheduled to take place on Tuesday, April 10, 2018, at the hour of 6:30 pm in the Conference Center (First Floor) at the Paso Robles Library/City Hall, 1000 Spring Street, Paso Robles, California. All interested parties may appear and be heard at this hearing.

FINDING

The City of Paso Robles has reviewed the above project in accordance with the City of Paso Robles' Rules and Procedures for the Implementation of the California Environmental quality Act and has determined that an Environmental Impact Report need not be prepared because:

☐ The proposed project will not have a significant effect on the environment.

☒ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures have been added to the project as a part of a Mitigated Negative Declaration.

The Initial Study which provides the basis for this determination is available at the City of Paso Robles, Community Development Department, 1000 Spring Street, Paso Robles, CA 93446.

NOTICE

The public is invited to provide written comment on the Draft Mitigated Negative Declaration and/or to provide oral comment at the public hearing noted above. The appropriateness of the Draft Negative Declaration will be reconsidered in light of the comments received.

Questions about and comments on the proposed project and Mitigated Negative Declaration may be mailed to the Community Development Department, 1000 Spring Street, Paso Robles, CA 93446 or e-mailed to CDdirector@prcity.com provided that any comments are received prior to the time of the Planning Commission hearing. Should you have any questions about this project, please call Susan DeCarli at (805) 237-3970 or send email to sdecarli@pricty.com.

Susan DeCarli, City Planner

March 2, 2018
Date

NOTICE OF INTENT TO RECOMMEND APPROVAL TO THE CITY COUNCIL OF THE CITY OF PASO ROBLES OF A MITIGATED NEGATIVE DECLARATION FOR A PLANNED DEVELOPMENT (PD 17-011) FOR HYATT PLACE HOTEL AND PUBLIC HEARING

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

APPLICATION:	Planned Development (PD 17-011) for Hyatt Place Hotel, which includes a 133-room 4-story hotel and ancillary support uses.
APPLICANT:	Rupesh Patel of Zenique Hotels
LOCATION:	Southeast corner of State Route 46 West/Theatre Drive (on the vacant parcel west of the Hampton Inn Hotel on Alexa Court); Assessor's Parcel Number 009-831-029.
ENVIRONMENTAL DETERMINATION:	A Mitigated Negative Declaration (MND) has been prepared for this application. This indicates that potentially significant environmental impacts can be reduced to a less than significant level with mitigation measures incorporated and implemented. Potential environmental effects identified are related to: biological resources, traffic, cultural resources, noise, utility and service systems, and mandatory findings of significance. **The 30-day public review period for the MND is from March 5, 2018 through , April 3, 2018.**
HEARING:	A public hearing notice for this project was previously noticed to be considered at a Planning Commission meeting on March 27, 2018. However, the meeting date for this project to be reviewed by the Planning Commission has been changed, and a Public Hearing will instead be held on Tuesday, April 10, 2018, at 6:30 p.m. at the Library Conference Center, 1000 Spring Street, Paso Robles, California.

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

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

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

_____

Susan DeCarli

City Planner

Please publish once on, Monday, March 5, 2018.

Exhibit A

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

March 5, 2018 (PD 17-011)

1. PROJECT TITLE

Hyatt Place Project – Planned Development (PD 17-011)

2. LEAD AGENCY:

City of Paso Robles
1000 Spring Street
Paso Robles, California 93446

Contact: Susan DeCarli, AICP, City Planner
Phone: (805) 237-3970
Email: sdecarli@prcity.com

3. PROJECT LOCATION:

The project site is located at the southeast corner of the State Route 46 (SR 46) West/Theatre Drive intersection, approximately 700 feet to the west of the United States Highway 101 (U.S. 101)/ SR 46 West intersection, in the City of Paso Robles, California. The site is identified as Assessor's Parcel Number (APN) 009-831-029. Figure 1 shows the regional location of the project site in southern Paso Robles, and Figure 2 shows the project site boundary relative to nearby roadways and land uses.

4. GENERAL PLAN DESIGNATION:

The project site has a General Plan land use designation of Regional Commercial (RC).

5. ZONING:

The project site has a zoning designation of Commercial-Highway with a Planned Development overlay (C2 PD).

6. PROJECT DESCRIPTION:

The Hyatt Place Project is intended to provide visitor serving uses consistent with the City General Plan. The project would result in a new four-story, 133-unit above grade hotel on a 3.1 acre property. The hotel would total 77,020 square feet (sf) and would be 52 feet and one inch tall at its highest point. The project site is currently undeveloped but has undergone grading and maintenance activities under ownership by the City of Paso Robles. City-maintained landscaping and sidewalks occur along the western and southern boundaries of the site along Theatre Drive. Interior hotel spaces would include a lounge, limited food service, exercise room, meeting rooms, and guest rooms. Exterior site improvements include a pool, spa, variation of seating types and areas, and rear patio. Figure 3 shows the proposed site plan for the project.

Two driveways along Theatre Drive would provide access to and from the project site. A raised median is located on Theatre Drive adjacent to the northern driveway, limiting proposed access at this driveway to right turn only (inbound and outbound). The southern driveway would be located opposite of the main access driveway to the adjacent Target Shopping Center allowing for the establishment of a standard four-way intersection. The southern driveway would be constructed outside of the project site boundary and would provide access to the eastern adjacent property. The project would include 148 parking spaces, six of which would be Americans with Disabilities Act (ADA) compliant. Pedestrian circulation would be provided throughout the site and would connect to the eastern adjacent property. The project would also include terraced landscaping on the northern end of the site, with an array of vegetation provided throughout the site.

The composition of the new structure would incorporate a variety of materials and design elements including: stone veneer; Exterior Insulation and Finish Systems (EIFS); a standing seam metal roof; and decorative features such as an intermediate cornice element, accent banding, window framing, decorative corbels underneath the roof line, metal awnings, metal balconies, ornamental fencing, and wood pergolas. The northern and southern ends of the hotel would incorporate a stacking effect to provide variation in the building shape and variation in the heights of the roof structure. Figure 4a and Figure 4b show the elevations as well as the architectural and aesthetic features of the proposed hotel.

Discretionary actions by the City necessary for the project include approval of a Planned Development permit, which may set forth specific conditions or exceptions to help ensure that the project is compatible with surrounding uses and implements City policies. As part of this approval, a height exception from the development standards for the C2 zoning, which includes a 50-foot height limit, would be necessary.

7. SURROUNDING LAND USES AND SETTING:

The project site is located at the southeast corner of the SR 46 West/Theatre Drive intersection. Three existing hotels occur to the east of the project site, including the Hampton Inn and Suites, located adjacent to the project site, La Bellasera Hotel and Suites, and the River Lodge Motel, with U.S. 101 beyond. The Target Shopping Center, containing various visitor-serving, retail and restaurant businesses and associated parking lots, is located directly south of the site across Theatre Drive. Scattered single family residences exist to the west and southwest of the site. North of the project site is SR 46 West with vacant land, which is planned for future hotel and visitor-serving development, beyond. The site and the properties immediately adjacent to the site are within the Paso Robles City Limit and Sphere of Influence (SOI).

8. PREVIOUS PROJECT/PROJECT BACKGROUND:

In June 2016, the project applicant proposed a Hyatt Place Project at the site of the existing River Lodge Motel at 1955 Theater Drive, approximately 300 feet east of the project site. This original project involved demolition of the existing River Lodge Motel and development of a 116-room Hyatt Place hotel with associated parking, landscaping, and amenities. The potential loss of this property, which is considered eligible for listing by the City as a local landmark, and the community input received by the City regarding its historic nature, led the City to prepare a Draft Environmental Impact Report (EIR) for the original project. Through the Notice of Preparation (NOP) and Initial Study process, the City determined that the project may result in potentially significant impacts in the areas of Aesthetics, Air Quality, Biological Resources, Cultural Resources (particularly, Historic Resources), Greenhouse Gas Emissions, Noise, Transportation/Traffic, and Utilities/Services Systems. These issues were examined further in an EIR.

The Draft EIR was circulated for public review from February 14, 2017 through April 11, 2017. The City received two comment letters during and two letters following the close of public review, all of which were responded to and included in the Final EIR. The hearings and approval of the Final EIR and project were postponed due to a proposed land exchange between the City and project applicant, which would avoid the demolition of the River Lodge Motel. The applicant and the City are in the due diligence process for the property exchange.

The revised Hyatt Place Project (proposed project considered in this Initial Study) proposes essentially the same use and layout under the same City zoning and land use designation on a site in very close proximity to the original project location. As a result, much of the work performed for the technical reports and analyses from the EIR for the original project is applicable to the revised Hyatt Place Project and used herein.

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

The City of Paso Robles is the lead agency whose approval is required for the project. A National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board (RWQCB; Region 3) may be necessary for the project. No other permits are required from other agencies for implementation of this project.

Figure 1 Regional Location

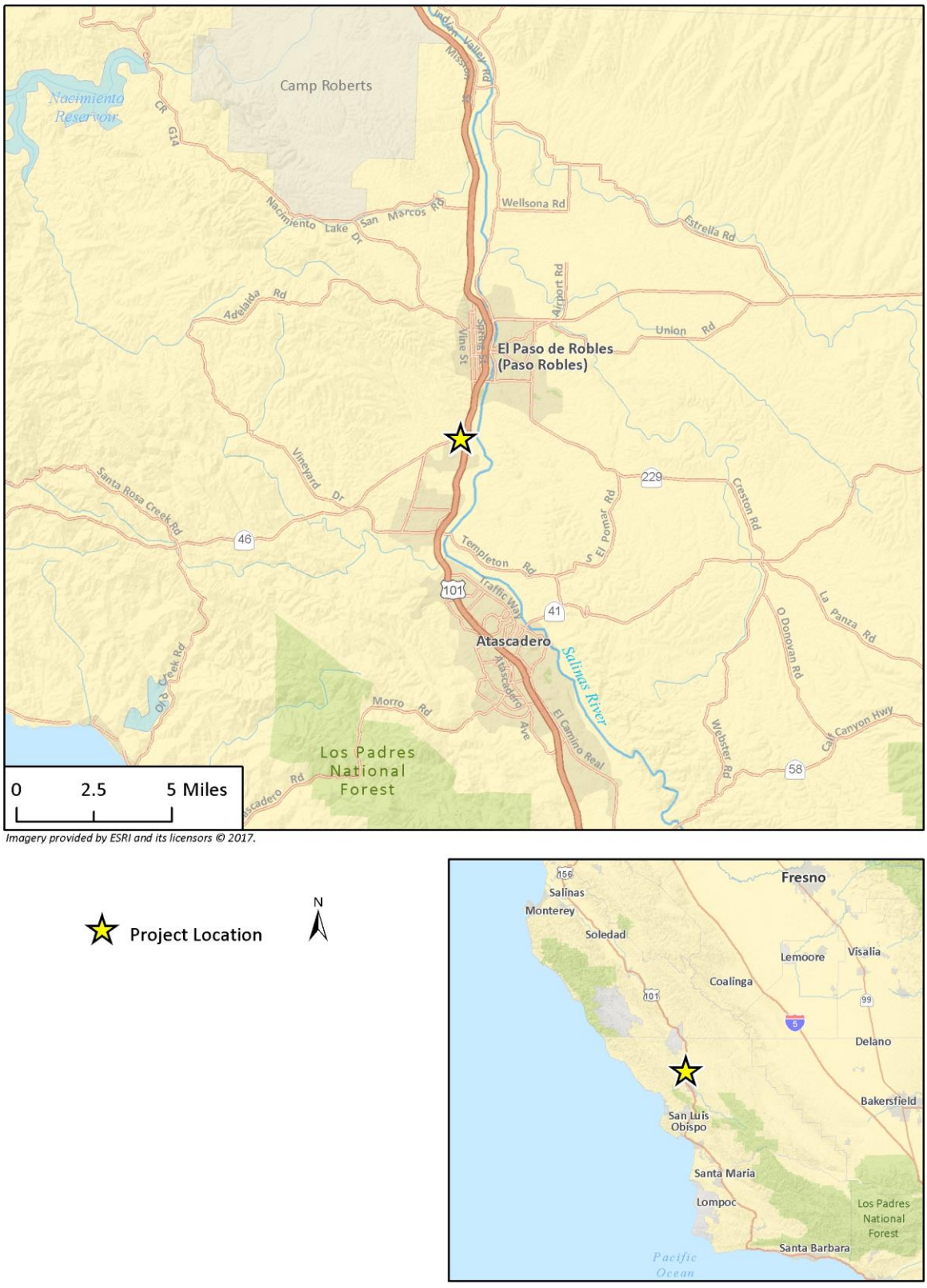
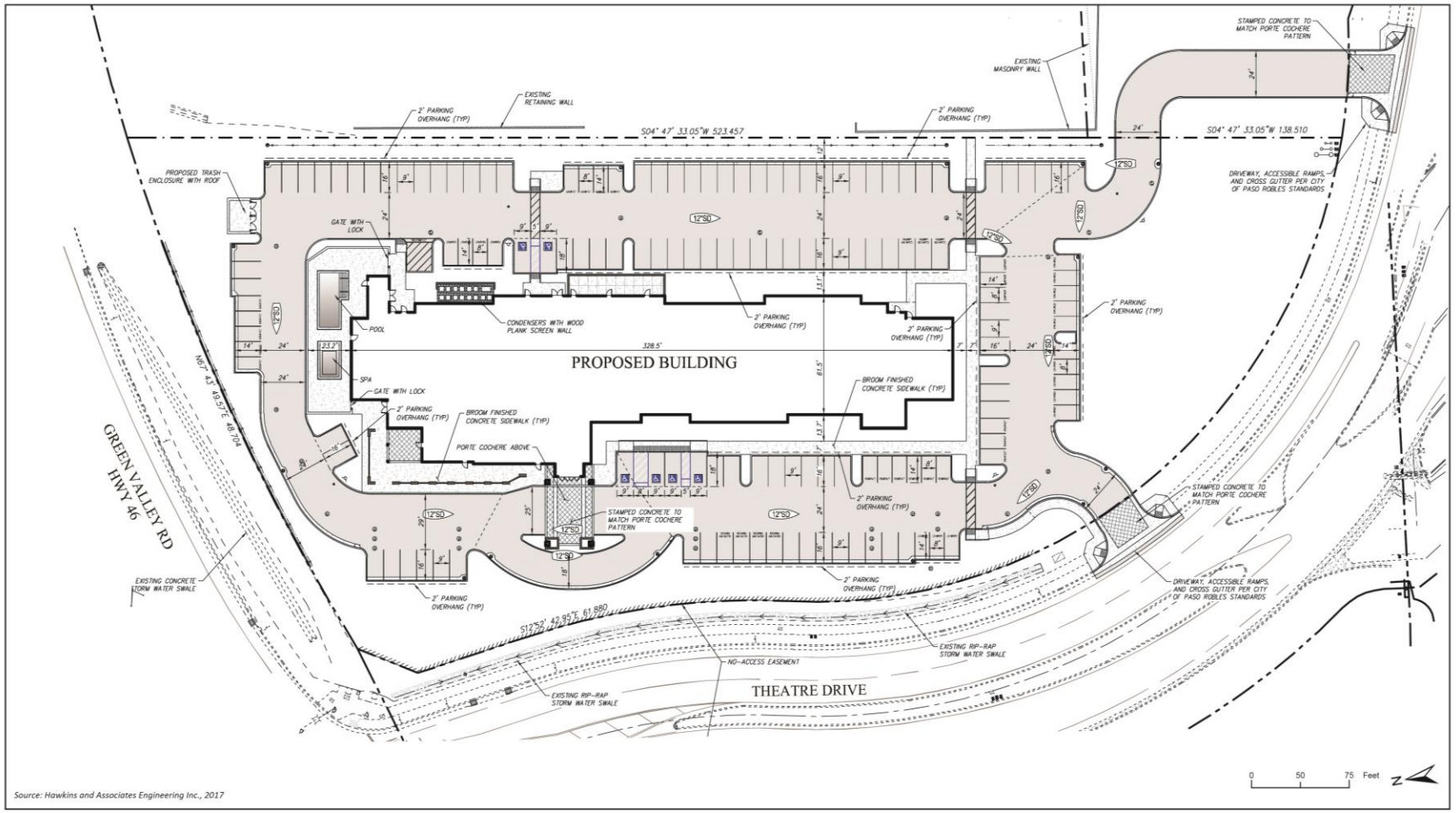


Figure 2 Project Location

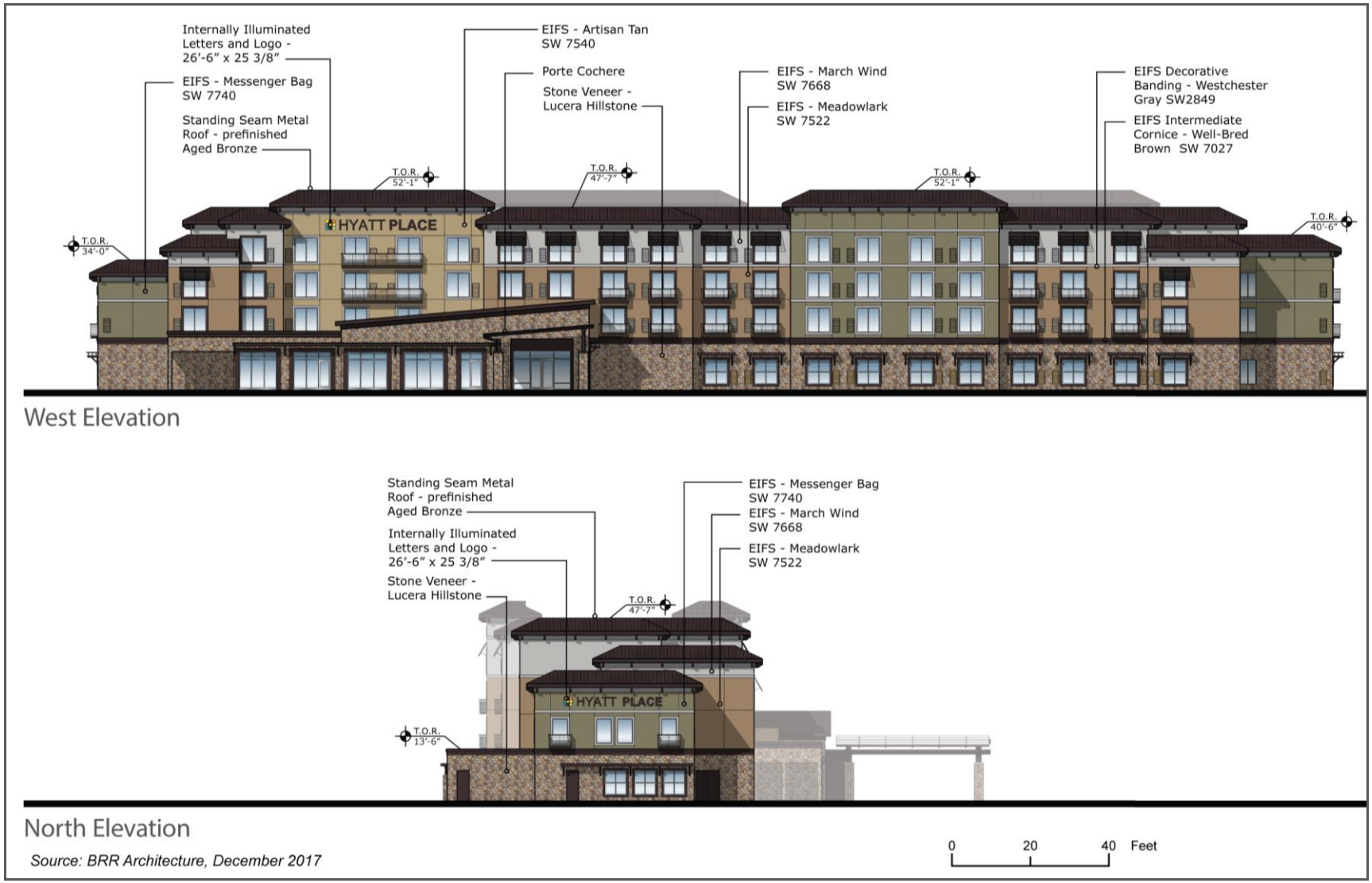
Imagery provided by Google and its licensors © 2018.

Figure 3 Site Plan



Source: Hawkins and Associates Engineering Inc., 2017

Figure 4a West and North Building Elevations



Source: BRR Architecture, December 2017

Figure 4b East and South Building Elevations

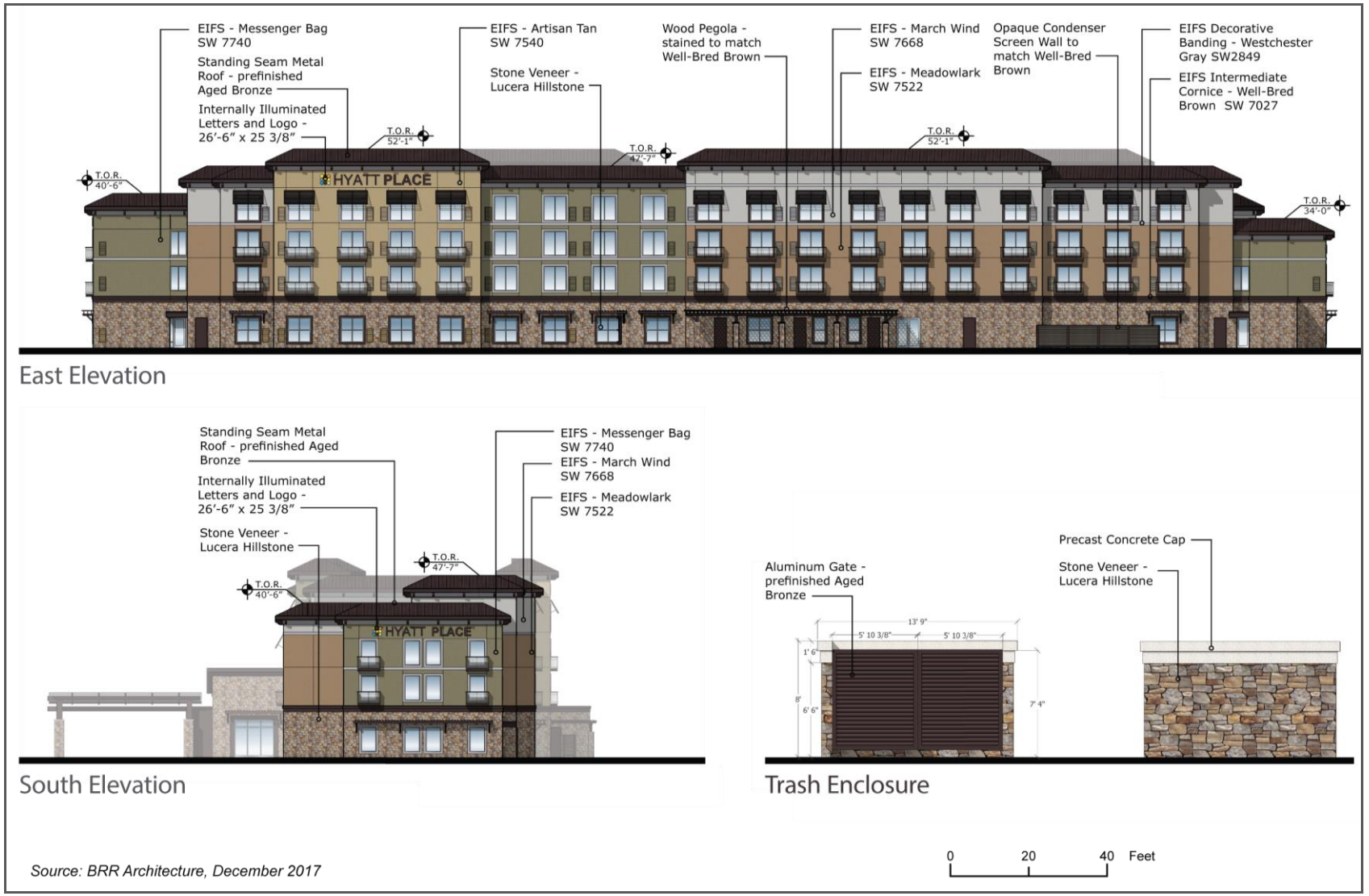


Figure 5a Visual Simulation of the Completed Project from SR 46 West

Source: BRR Architecture, December 2017

Figure 5b Visual Simulation of the Completed Project from Theatre Drive

Source: BRR Architecture, December 2017

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Susan DeCarli — Signature

2/28/18 — Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

Discussion:

The project site is located at the southeast corner of SR 46 West and Theatre Drive. The site is prominently visible from SR 46 West and Theatre Drive with limited, distant visibility from U.S. 101. The site is in an area generally developed with regional commercial uses, including hotels, restaurants, and a retail shopping center. According the Paso Robles Gateway Plan: Design Standards, this area is identified as a "Town and Country Gateway" to the City of Paso Robles, marking the transition from the rural landscape environment outside of the City to the urban streetscape environment in the City. The project site is partially and distantly visible from the U.S. 101 visual corridor and prominently visible from the SR 46 West visual corridor, as identified in Figure C-3 of the City's General Plan Conservation Element. Existing long-range views from U.S. 101 through the project site are mostly blocked by trees, vegetation, and the existing multi-story hotels and commercial development to the south and east of the site. Views from surrounding local roadways, including Gahan Place, and other local public road viewpoints southwest of the site are also typified by the existing hotels and commercial development in the area. From the west along SR 46 West, views of the project would be blocked by topography and vegetation until a point along the highway approximately 750 feet west of the site.

The project involves development of a new four-story Hyatt Place hotel with associated landscaping and amenities. The proposed height of 52 feet-one inch exceeds the City's height limit standard of 50 feet for the C-2 zone, and would require approval of a height exception, which is allowed in Section 21.20.130 of the City Zoning Ordinance, and under the Planned Development overlay zone in accordance with Sections 21.16A.10 and 21.16A.030(4).

Figure 5a and Figure 5b show typical views of the project site including a visual simulation of the completed project from SR 46 West, facing south, and Theatre Drive, facing north, respectively. The proposed hotel use and massing would be consistent with surrounding hotel and commercial uses. The architectural design includes specific materials, colors and features intended to present a varied exterior appearance of high quality design generally consistent with the urban and suburban architecture of the surrounding area. The project also would comply with applicable City's design standards and General Plan policies for preserving scenic features and views in the City by including setbacks, providing pedestrian and visitor access from frontage roads, particularly Theatre Drive, and incorporating rooftop and façade design elements to avoid monotonous building massing. Parking areas proposed on the sides of the hotel facing SR 46 West would be single-loaded automobile spaces and, thus, the parking lot would not be a visually dominant feature of these views of the project.

The project design would remove most of the existing non-native trees located in the northeastern and eastern portions of the site. The existing retaining wall at the eastern edge of the property adjacent to the backside of the Hampton Inn and Suites property would be retained. Existing landscaping, sidewalks, and stormwater swales/basins would be retained at the northern and western perimeter of the site.

Although the project would result in a change in views of the site when compared to the existing, undeveloped condition, the proposed hotel would be visually compatible with adjacent hotel and commercial development and would incorporate high-quality design in compliance with the purpose and intent of the Planned Development District overlay zone. The project would also include a condition to prepare a landscape plan as part of the Planned Development permit design drawings that identifies areas and types of plantings necessary to provide variety in appearance and visual buffer features consistent with the City Commercial and Industrial Design Standards. Therefore, the project would not result in significant impacts to views within the City's Town and Country Gateway and SR 46 West visual corridor.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐

Discussion:

According to the California Department of Transportation (Caltrans) California Scenic Highway Mapping System for San Luis Obispo County, U.S 101 and SR 46 West are classified as "Eligible State Scenic Highways – Not Official Designated." Additionally, the project site does not contain any designated scenic resources. Therefore, project development would not substantially damage scenic resources within a state scenic highway and this impact would be less than significant.

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

Discussion:

The project site is located at the southeast corner of the intersection of SR 46 West and Theatre Drive and is prominently visible from these roadways. The project site is also partially, distantly visible from U.S. 101. The site is currently undeveloped with scattered vegetation, but has undergone grading and maintenance activities under ownership by the City. A few scattered trees exist on the northern and eastern edges of the site. The project would involve replacing the existing vegetation with a four-story hotel and associated new landscaping. While the project would alter the visual character of the existing site, the new development would provide ample open space areas, landscaping, and design elements that would be compatible with the visual quality of the surrounding area and development. The hotel architecture as proposed would incorporate façade and roofline articulation, and building materials, colors and features intended to reflect the agrarian style of architecture of the surrounding area. The project would change the semi-natural character of the project site to a more urban appearance, but this change would not result in a substantial degradation of the character or quality of the site. Although the proposed hotel building may partially block some views from the Hampton Inn and Suites Paso Robles towards the west, there are no policies or requirements in the City related to preserving views from private and commercial uses. For these reasons, potential impacts of the project to the visual character or quality of the site and its surroundings would be less than significant.

d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion:

Lighting. Implementation of the project would increase development in the project area and introduce new sources of light. Potential sources of new nighttime light include light spillover from windows of hotel rooms and lobby areas, outdoor security lighting, and streetlights. The light produced by the project would be consistent with the existing, adjacent highway commercial development including hotels and visitor serving commercial uses. The proposed hotel, which would be the main source of new light on the site, would also be surrounded by parking and landscaped areas, setback from adjacent properties and roadways. The City's General Plan Land Use Element Policy LU-2D Action Item 5 (Light/Glare – New Development) requires that all new lighting be shielded and directed downward in such a manner as to not create off-site glare or adversely impact adjacent properties. In accordance with this policy, the style, location and height of lighting fixtures must be submitted with the building plans and are subject to approval by the Development Review Committee prior to issuance of building or grading permits. The project would be required to comply with this policy and project plans would be subject to approval by the Development Review Committee. This would

ensure that development under the project would not result in adverse aesthetic or safety impacts due to lighting. This impact would be less than significant.

Glare. Glare is primarily a daytime phenomenon, caused by sunlight reflecting from structures, roadways, and cars. However, glare can also be created at night by vehicle headlights. Potential sources of glare associated with the project would consist of glazing (windows) and other reflective materials used in the façades of proposed hotel structures, the reflective surfaces of vehicles parked and travelling within and around the project area, and nighttime vehicle headlights. The project site is adjacent to existing commercial and residential development with similar sources of glare. The project would also be subject to General Plan Land Use Element Policy LU-2D Action Item 5 (Light/Glare – New Development) which is designed to avoid impacts associated with glare from new development. The project would be required to comply with this policy and project plans would be subject to approval by the Development Review Committee. In addition, proposed landscape trees around the perimeter of the site would help to shield any potential glare created by on-site development from surrounding properties and roadways. For these reasons, the project would not result in adverse effects related to glare, and this impact would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion (a-e):

According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the project site is designated as Urban and Built Up land. The site is not under Williamson Act contract, does not contain and forest land or timberland resources, and is zoned for Commercial-Highway development. Therefore, development of the project site would not result in the conversion of farmland, forest land, or timberland to non-agricultural or non-forest use. The project would not conflict with existing zoning for agricultural, timberland, or forest use, or a Williamson Act contract. There would be no impacts to agriculture or forest resources as a result of the project.

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

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? ☐ ☐ ☒ ☐

Discussion:

Consistency with land use and population forecasts in local and regional plans, including the Clean Air Plan, is required under CEQA for all projects. The project would have no effect on land use assumptions and population projections upon which the Clean Air Plan is based. The determination of project consistency with the San Luis Obispo County Air Pollution Control District (SLOAPCD) 2001 Clean Air Plan San Luis Obispo County (Clean Air Plan) is based on the project's consistency with the Transportation Control Measures and strategies in the Clean Air Plan. Transportation Control Measures are controls implemented at the local or regional level to reduce emissions resulting from the use of motor vehicles by promoting and facilitating the use of alternative transportation options. The land use management strategies and Transportation Control Measures applicable to the project can be found in Appendix D, *Transportation Control Measures,* and Appendix E, *Land Use and Circulation Management Programs,* of the 2001 Clean Air Plan. Table 1 lists the applicable measures and policy statements from the 2001 Clean Air Plan, and summarizes how the project relates to each. Policies that are not applicable to the project are not included in the consistency analysis herein.

Table 1: Project Consistency with Policies in the SLOAPCD 2001 Clean Air Plan

Clean Air Plan Policy	Project Elements that Reflect Consistency	Determination
Appendix D: Transportation Control Measures		
T2A Local Transit System Improvements	San Luis Obispo Regional Transit Authority Route 9 provides service between the project site and downtown Paso Robles, as well as to County areas to the south and north. There is an existing RTA Route 9 stop on Theater Drive near the project site.	Consistent
T-2B Regional Transit Improvements	A transit stop is already located near the project site, and no other regional transit improvements applicable to the project are identified.	Consistent
T-3 Bicycling and Bikeway Enhancements	Traffic impact analysis indicates no significant project-related impacts. Existing bicycle facilities in the vicinity of the project site will be maintained throughout implementation of the project.	Consistent

Clean Air Plan Policy	Project Elements that Reflect Consistency	Determination
T-6 Traffic Flow Improvements	Traffic impact analysis indicates no significant project-related impacts. Project conditions will also include requirement to modify existing raised median on Theatre Drive to provide a left-turn pocket for traffic entering the project site from southbound Theatre Drive in order to ensure safe and efficient traffic flow at this location.	Consistent
Appendix E: Land Use and Circulation Management Programs		
L-1 Planning Compact Communities		
(Policy) Urban growth should occur within the urban reserve lines of cities and unincorporated communities. Rural areas of the county should be maintained as open space, agricultural lands and very low density residential development (20 acre or larger parcel size).	Project is within City Limits and consistent with zoning.	Consistent
(Policy) Local planning agencies should encourage walking and transit use by planning neighborhoods and commercial centers at densities to allow for convenient access to and use of local and regional transit systems.	Project is near commercial center, and near existing transit stop for Route 9.	Consistent
L-3 Balancing Jobs and Housing		
(Policy) Within cities and unincorporated communities, the gap between the availability of jobs and housing should be narrowed and should not be allowed to expand.	Project does not include new housing, and would improve the jobs-housing balance by providing new jobs.	Consistent
L-4 Circulation Management Policies and Programs		
II. Promoting Walking and Bicycling		
(Policy) Local planning agencies should encourage walking by planning for existing and new residential and commercial areas to include a safe and interconnected street system with adequate sidewalks and/or pedestrian trails.	Traffic impact analysis indicates no significant project-related impacts. Pedestrian circulation would be provided throughout the site and would connect to the eastern adjacent property. Existing pedestrian and bicycle facilities in the vicinity of the project site will be maintained throughout implementation of the project.	Consistent
IV. Transportation Demand Management		
(Policy) Jurisdictions should support actions to reduce single occupant vehicle trips by adopting programs which encourage or require new commercial and industrial development projects to provide facilities and amenities which reduce reliance on private vehicle use and support the use of alternative transportation.	Project conditions will include requirements for at least 2 electric vehicle (EV) parking spaces.	Consistent

The proposed hotel is a visitor-serving use and, thus, would not increase the population in the City of Paso Robles (see Section XIII, *Population and Housing*). The SLOAPCD 2001 Clean Air Plan is based on growth projections derived from the San Luis Obispo County Planning Department and San Luis Obispo Council of Governments (SLOCOG) population estimates for January 1, 1999; local evaluation of historical growth rates; national, state, and local economic forecasts; and the availability of resources to support additional growth. Project conditions will include a requirement to modify existing raised median on Theatre Drive to provide a left-turn pocket for traffic entering the project site from southbound Theatre Drive in order to ensure safe and efficient traffic flow at this location. San Luis Obispo Regional Transit Authority Route 9 connects the North County region with the City of San Luis Obispo. This route also connects the project site with downtown Paso Robles, as well as with the nearby unincorporated areas. A bus stop for Route 9 is located on Theater Drive near the project site. The project design would maintain pedestrian and bicycle access adjacent to the property, and is located on a transit route that provides service that could be used by employees. Pedestrian circulation would be provided throughout the site and would connect to the eastern adjacent property. Therefore, the project would be consistent with the applicable Transportation Control Measures and strategies in the SLOAPCD 2001 Clean Air Plan. This impact would be less than significant.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Discussion (b-d):

Construction Emissions. The project proposes a modular construction method for development of a 133-room hotel. The modular method of construction would result in a shorter construction period after initial site preparation and grading than conventional hotel construction methods. The use of construction vehicles and equipment during project construction would generate temporary increases in air pollutant emissions. These impacts would primarily be associated with diesel equipment emissions and dust generated by on-site grading and excavation. Construction emissions, including demolition, were estimated using the California Emissions Estimator Model (CalEEMod; version 2016.3.2) and based on the proposed 22,470 square-foot building footprint, 49,865 square-foot parking lot area, and 13,023 square-feet of concrete walks and pads, developed with conventional hotel construction methods. Modeling results are a "reasonable worst-case" scenario because actual construction emission would likely be lower due to the proposed modular construction approach and reduced construction time period. Maximum quarterly emissions are shown in Table 2 (see Appendix B for complete CalEEMod results), and compared to the applicable SLOAPCD construction emissions thresholds.

Table 2: Construction Emissions

Pollutant of Concern	Emissions	Threshold	Threshold Exceeded?
ROG and NO_X (combined)	1.3 tons/quarter	2.5 tons/quarter (Tier 1)	No
Fugitive PM_{10} (dust)	<0.1 tons/quarter[1]	2.5 tons/quarter (Tier 1)	No
DPM[2]	<0.1 tons/quarter[1]	0.13 tons/quarter (Tier 1)	No

Source: SLOAPCD 2012 and Appendix B (CalEEMod annual emissions output).
1. As recommended by SLOAPCD, quarterly emissions were calculated by dividing maximum annual construction emissions by four because construction activities would extend for a duration exceeding one quarter (90 days).
2. As recommended by SLOAPCD, the DPM estimations were derived from the "PM_{10} Exhaust" output from CalEEMod. This estimation represents a worst case scenario because it includes other PM_{10} exhaust other than DPM.

As shown in Table 2, "reasonable worst-case" project construction emissions would be below SLOAPCD quarterly thresholds for all pollutants of concern and potential impacts would be less than significant. Nevertheless, because the area that would require grading during project construction would be within 1,000 feet of sensitive receptors (i.e., residential units), the "Fugitive Dust Mitigation Measures: Expanded List" described in Section 2.4 of the SLOAPCD *CEQA Air Quality Handbook* would be required for the project for the control of fugitive dust (April 2012). These measures are generally designed to minimize nuisance impacts and fugitive dust emissions from project construction activities.

Operational Emissions. The project would increase visitor-serving commercial development on the project site resulting in an increase in vehicle trips that would generate new criteria pollutant emissions. Operation of the project would result in ongoing emissions associated with natural gas use and area sources such as landscaping, consumption of consumer products, and off-gassing from architectural coatings. Daily and annual operational emissions associated with the new 133-room Hyatt Place hotel are shown in Table 3 (see Appendix B for complete CalEEMod results), and compared to the applicable SLOAPCD operational emissions thresholds, which are based on guidance in the SLOAPCD's *CEQA Air Quality Handbook* (2012).

Table 3: Operational Emissions

	Maximum Daily Emissions			
Emission Source	**ROG and NO_x (combined)**	**CO**	**Fugitive PM_{10} (dust)**	**DPM**
Daily Operational Emissions[1]	12.4 lbs/day	20.6 lbs/day	3.8 lbs/day	0.1 lbs/day
SLOAPCD Daily Threshold	25 lbs/day	550 lbs/day	25 lbs/day	1.25 lbs/day
Threshold Exceeded?	No	No	No	No
Annual Operational Emissions[2]	2.3 tons/year	3.6 tons/year	0.7 tons/year	<0.1 tons/year
SLOAPCD Annual Threshold	25 tons/year	n/a	25 tons/year	n/a
Threshold Exceeded?	No	n/a	No	n/a

Source: SLOAPCD 2012 and Appendix B (CalEEMod annual and winter emissions output).
1. Daily operational emissions based on CalEEMod winter operational emissions data.
2. Annual operational emissions based on CalEEMod annual operational emissions data.

As shown in Table 3, operational emissions would not exceed the applicable SLOAPCD daily and annual operational emissions thresholds.

The project would not exceed applicable SLOAPCD construction or operational emissions thresholds or contribute substantially to an existing or projected air quality violation. The project would also be required to comply with SLOAPCD requirements for the control of fugitive dust. Therefore, project operations would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion:

SLOAPCD *CEQA Air Quality Handbook* identifies multiple odor-causing sources including, but not limited to, wastewater treatment plants, landfills, composting facilities, petroleum refineries, and chemical manufacturing. No major potential odor sources are known in the vicinity of the project site that would adversely affect visitors to the project hotel. Additionally, hotel uses do not typically generate objectionable odors and, thus, operation of the project would not create objectionable odors. Oil and diesel fuel odors may be generated by diesel construction equipment used during the construction of the project. The odors would be limited to the time that construction equipment is operating and all off-road construction equipment would be subject to the CARB anti-idling rule (SS2449(d)(2)), limiting idling time to 5 minutes. Limitations on idling as well as the temporary nature of construction would avoid emissions of objectionable odors that could affect a substantial amount of people in the project area. This impact would be less than significant.

IV. BIOLOGICAL RESOURCES: Would the project:

a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐

Discussion (a-c):

A Natural Environment Study (Minimal Impacts) was prepared by Caltrans in December 2009 for the U.S. Highway 101/State Route 46 West Interchange Modification Project, which included the entire project site in the Biological Study Area. The Natural Environment Study (Minimal Impacts) concluded that the Biological Study Area, including the project site, is not likely to support a diversity of special-status species, or special aquatic resources (Appendix C). Since that time, the site has also undergone grading and maintenance activities under ownership of the City. On January 30, 2017, Rincon Consultants, Inc. (Rincon) staff visited the project site to confirm existing field conditions and the presence or absence of biological resources on the site. Based on the site visit, Rincon staff confirmed that no riparian habitats, sensitive natural communities, or federally protected wetlands are present on the project site. Rincon staff also confirmed the absence of habitat with the potential to support candidate, sensitive, and special status species. Impacts would be less than significant.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐

Discussion:

Site preparation and construction, including the removal of trees, could potentially disrupt nesting birds and their habitat which are protected under the Migratory Bird Treaty Act. Although the project would replant new trees on-site as part of the proposed landscaping, in compliance with the City's tree planting requirements, the disruption of nesting birds and their habitat is a potentially significant impact. Therefore, Mitigation Measure BIO-1 would be required to reduce this impact to a less than significant level.

Mitigation Measures:

BIO-1: Nesting Birds Impact Avoidance and Minimization. The applicant shall ensure the following actions are undertaken to avoid and minimize potential impacts to nesting birds:

a. For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the California Fish and Game Code and the Migratory Bird Treaty Act shall be conducted by a qualified biologist no more than 14 days prior to vegetation removal. The surveys shall include the disturbance area plus a 500-foot buffer around the site. If active nests are located, all construction work shall be conducted outside a buffer zone from the nest to be determined by the qualified biologist. The buffer shall be a minimum of 50 feet for non-raptor bird species and at least 300 feet for raptor species. Larger buffers may be required depending upon the status of the nest and the construction activities occurring in the vicinity of the nest. The buffer area(s) shall be closed to all construction personnel and equipment until the adults and young are no longer reliant on the nest site. A qualified biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to removal of the buffer.

b. If feasible, removal of vegetation within suitable nesting bird habitats will be scheduled to occur in the fall and winter (between September 1 and February 14), after fledging and before the initiation of the nesting season.

Significance After Mitigation: Implementation of Mitigation Measure BIO-1 would minimize the potential impacts to nesting birds and their habitat to a less than significant level.

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

Discussion:

During a project site visit on January 30, 2017, one small oak tree (approximately 3.5 inch diameter [dbh]) and three additional trees and various shrubs, which appeared to be non-native species, were identified on the project site. The City of Paso Robles Oak Tree Preservation Ordinance (Ordinance No. 835 N.S.) seeks to preserve existing oak trees and oak woodlands and prohibits trimming or removal of oak trees of six inches or greater dbh without a City-approved permit. Due to the on-site oak tree being of a size below the City's permit requirement size, no additional action would be required of the applicant for removal of the tree for development of the proposed hotel. No other identified important biological resources are present on the project site. Therefore, the project would not conflict with any local policies protecting biological resources and this impact would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion:

There are no adopted habitat conservation plans, natural community conservation plans, or other approved plans with provisions pertaining to the project site. Therefore, there would be no conflict with such plans and no potential impact as a result of the project.

V. CULTURAL RESOURCES: Would the project:

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

Discussion:

No City-designated or locally-important historic landmarks are present on the project site. Therefore, there would be no impact to historic resources.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Discussion (b-c):

The project site is currently undeveloped but has undergone grading and maintenance activities under ownership by the City of Paso Robles. Therefore, the likelihood of encountering cultural or archeological resources, unique paleontological or geologic features, or human remains on the project site is minimal. However, prehistoric archaeological deposits could be preserved at depth beneath the project site. Construction of the project involves grading and excavation in areas that could contain subsurface archaeological remains.

There are no known unique paleontological resources or sites, or unique geologic features on the project site. However, according to the Geologic Map of California, San Luis Obispo Sheet published by the California Division of Mines and Geology (CDMG) in 1978, the site vicinity is underlain by Plio-Pleistocene nonmarine and river terrace deposits, which may be associated with paleontological resources. Therefore, paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface.

Activities resulting from implementation of the project, including construction-related and earth-disturbing actions, could damage or destroy archeological or paleontological resources. As a result, impacts to such resources would be potentially significant and mitigation would be required to ensure that any discovered archaeological or paleontological resources would be protected and curated if encountered during project implementation.

Mitigation Measures:

CR-1(a): Retain a Qualified Principal Investigator/Native American Monitor. A qualified principal investigator, defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology (hereafter qualified archaeologist), shall be retained to carry out all mitigation measures related to archaeological resources.

Monitoring shall involve inspection of subsurface construction disturbance at or in the immediate vicinity of known sites, or at locations that may harbor buried resources that were not identified on the site surface. A Native American monitor shall also be present because the area is a culturally sensitive location. The monitor(s) shall be on-site on a full-time basis during earthmoving activities, including grading, trenching, vegetation removal, or other excavation activities.

CR-1(b): Unanticipated Discovery of Archeological Resources. In the event that archaeological resources are exposed during construction, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist/ can visit the site of discovery and assess the significance of the resource. In the event that any artifact or an unusual amount of bone or shell is encountered during construction, work shall be immediately stopped within 100 feet of the exposed resource until a qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and CCR, Title 14, Section 15064.5[f]). Examples of such resources might include: ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historic trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they must be avoided or mitigated pursuant to the qualified archaeologist's direction. Mitigation may involve preservation in place or documentation and excavation of the resource. A report by the archaeologist evaluating the find and identifying mitigation actions taken shall be submitted to the City.

CR-1(c): Unanticipated Discovery of Paleontological Resources. A qualified paleontologist shall be consulted prior to implementing construction activities that will involve earth moving or soil excavation, and the paleontologist shall be available for consultation or evaluation of any paleontological resources uncovered by such activities. For any previously undisturbed areas, a qualified paleontologist shall monitor earthmoving and soil excavation activities, consistent with relevant Federal, State, and local guidelines. If an unrecorded resource is discovered, construction or excavation activities shall be temporarily halted or directed to other areas pending the qualified paleontologist's evaluation of its significance. If the resource is significant, data collection, excavation, or other standard paleontological procedures shall be implemented to mitigate impacts pursuant to the qualified paleontologist's direction. Mitigation may involve preservation in place or documentation and excavation of the resource. A report by the paleontologist evaluating the find and identifying mitigation actions taken shall be submitted to the City.

Significance After Mitigation: Implementation of Mitigation Measures CR-1(a) through CR-1(c) would reduce potential impacts to previously undiscovered archaeological and paleontological resources a less than significant level.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion:

Human burials outside of formal cemeteries often occur in prehistoric archeological contexts. The project site is undeveloped and there is potential of encountering human burial grounds during construction and ground disturbing activities. Excavation during construction activities would,

nevertheless, have limited potential to disturb these resources, including Native American burials.

Unanticipated discovery of human remains during project excavation would require compliance with Health and Safety Code Section 7050.5 and PRC Sections 5097.94 and 5097.98. PRC Section 5097.98 also addresses the disposition of Native American burials, protects such remains, and established the Native American Heritage Commission to resolve any related disputes. Compliance with Health and Safety Code Section 7050.5 and PRC Sections 5097.94 and 5097.98 would ensure that unanticipated discovery of human remains during project excavation, including those interred outside of formal cemeteries, would be addressed appropriately by the County Coroner and NAHC (if required).

Compliance with existing regulations and Mitigation Measure CR–1(b) would ensure that impacts to human remains and burial grounds would remain less than significant.

Mitigation Measures: Implement Mitigation Measures CR-1(b). Refer to Section (c) above and Mitigation Monitoring and Reporting Plan in Appendix A.

Significance After Mitigation: Implementation of Mitigation Measure CR-1(b) and compliance with City policies would reduce potential impacts regarding the disturbance human remains to a less than significant level.

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

Discussion:

The potential for and measures to reduce impacts that may result from fault rupture in the project area are identified and addressed in the City of Paso Robles General Plan Safety Element. There are two known fault zones on either side of the Salinas River Valley. The Rinconada Fault system runs on the west side of the Valley, and grazes the City on its western boundary. The San Andreas Fault is on the east side of the Valley and is situated about 30 miles east of Paso Robles. In addition, the West Huasna/Oceanic Fault Zone trends north-northwest for approximately 62 miles along coastal central California. The fault extends from approximately the Santa Maria River on the south to San Simeon on the north. Seismologists have agreed that this fault zone was the source of the earthquake in the area on December 22, 2003. The December 2003 earthquake, commonly known as the San Simeon earthquake, measured 6.5 on the Richter scale. The event was located 6.9 miles northeast of San Simeon, and 24.2 miles west-northwest of the City of Paso Robles, where the brunt of the damage occurred. The shallow but powerful earthquake uplifted the Santa Lucia Mountains and triggered a vigorous aftershock sequence. The West Huasna/Oceanic Fault Zone is capable of producing an MCE of 7.25 (California Seismic Hazard Map, Caltrans, 1996).

The City of Paso Robles recognizes these geologic influences in the application of the Uniform Building Code to all new development within the City. Soils and geotechnical reports and structural engineering in accordance with local seismic influences would be applied in conjunction with any new development proposal, including the project. Additionally, there are no Alquist-Priolo Earthquake Fault Zones within City limits. Based on standard conditions of approval for projects within the City, the potential for fault rupture and exposure of persons or property to seismic hazards would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. Strong seismic ground shaking?	☐	☐	☒	☐

Discussion:

Construction of the proposed project would be required to adhere to current City building codes. The City's General Plan Environmental Impact Report (EIR; February 2011) identified impacts resulting from ground shaking as less than significant and provided mitigation measures that would be incorporated into the design of any new structure proposed in the City, including this project, to provide adequate structural support and to not construct over active or potentially active faults. Compliance with building codes and project design features to reduce effects from ground shaking would result in a less than significant impact.

iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Discussion:

According to the City of Paso Robles General Plan EIR, the project site is located in an area with soil conditions that have a high 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, 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, this impact would be less than significant.

b. Landslides?	☐	☐	☒	☐

Discussion:

According to the City's Local Hazard Mitigation Plan (2016), the project site is located in an area with low susceptibility for landslides. A geotechnical/soils analysis would be required prior to issuance of building permits that would evaluate the site specific soil stability and suitability of grading. This study would determine the necessary grading techniques that would ensure that potential impacts due to soil stability would not occur. Implementation of the project would not expose people or structures to landslide risk and this impact would be less than significant.

c. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

Discussion:

According to the City General Plan Safety Element, the soil condition is not erosive or otherwise unstable on the project site. A geotechnical/ soils analysis would be required prior to issuance of building permits that would evaluate the site specific soil stability and suitability of proposed grading. This study would determine the necessary grading techniques that would ensure that potential impacts

due to soil stability would not occur. Additionally, pursuant to Section 20.20.010, Erosion and sediment control plan, of the City Municipal Code, a site-specific erosion and sediment control plan (ESCP) would be required to be prepared and submitted prior to the issuance of a grading or building permit. Required compliance with theses requirement would reduce and/or avoid substantial soil erosion or loss of topsoil as a result of the project and this impacts would be less than significant.

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

Discussion:

See discussion in items (a.iii) and (b) above. This impact would be less than significant.

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

Discussion:

Expansive soils with high shrink-swell potential are primarily located within the central, eastern, and northeastern portions of the City Paso Robles on the surrounding hillsides, and in areas along the Salinas River, Huerhuero Creek, and several unnamed creeks. According to Figure B-5, *Expansive Soil*s, of the City's Local Hazard Mitigation Plan (2016), the project site is located in an area with soils of moderate shrink-swell potential. With incorporation of the City's standard conditions into project design and compliance with the requirements of the Uniform Building Code, the soils in the project area would not create substantial risks to life or property. This impact would be less than significant.

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

Discussion:

The proposed development would be connected to the City's sanitary sewer system and would not require the use of septic tanks or alternative waste water disposal systems. As a result, there would be no impact pertaining to the capability of on-site soils to support such uses.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

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

Discussion: Refer to item (b) below.

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

Setting:

The accumulation of greenhouse gases (GHGs) in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34 degrees Celsius (°C) cooler (CalEPA 2006). However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. Carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) are the GHGs that are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion. CH_4 results from fossil fuel combustion as well as off-gassing associated with agricultural practices and landfills. N_2O is produced by microbial processes in soil and water, including those reactions that occur in fertilizers that contain nitrogen, fossil fuel combustion, and other chemical processes.

Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. According to the CalEPA 2010 *Climate Action Team Biennial Report*, potential impacts of climate change in California may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CalEPA 2010). While these potential impacts identify the possible effects of climate change at a global and potentially statewide level, current scientific modeling tools are generally unable to predict what impacts would occur locally with a similar degree of accuracy.

In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels), and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions.

After completing a comprehensive review and update process, CARB approved a 1990 statewide GHG level and 2020 limit of 427 million metric tons of CO2 equivalents (MMT CO_2e). The Scoping Plan was approved by CARB on December 11, 2008, and includes GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. The Scoping Plan includes a range of GHG reduction actions that may include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms.

In May 2014, CARB approved the 2013 Scoping Plan, the first update to the AB 32 Scoping Plan. The 2013 Scoping Plan defines CARB's climate change priorities for the next five years and sets the groundwork to reach post-2020 goals set forth in Executive Order (EO) S-3-05. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also illustrates how to align the State's longer-term GHG reduction strategies with other State policy priorities, such as for water, waste, natural resources, clean energy and transportation, and land use (CARB 2014).

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

On September 8, 2016, the governor signed SB 32 into law, extending AB 32 by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. As with the 2013 Scoping Plan, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) CO_2e by 2030 and two MT CO_2e by 2050 (CARB 2017).

For more information on the Senate and Assembly Bills, Executive Orders, and reports discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and www.arb.ca.gov/cc/cc.htm.

California Environmental Quality Act. Pursuant to the requirements of SB 97, the Resources Agency has adopted amendments to the *State CEQA Guidelines* for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted *CEQA Guidelines* provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. To date, a variety of air districts have adopted quantitative significance thresholds for GHGs.

City of Paso Robles Climate Action Plan. In November 2013, the City of Paso Robles adopted its Climate Action Plan (CAP) for reducing GHG emissions. The CAP is a strategic document, prepared pursuant to AB 32. The CAP outlines the City's approach to achieving its GHG reduction target of 15 percent below 2005 levels by 2020 and is consistent with *State CEQA Guidelines* Section 15183.5. For future projects, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan. The City's CAP serves as the City's qualified GHG reduction plan. Incorporation of the plan elements allows the CAP to be used in the cumulative impacts analysis of later projects. To analyze a project's consistency with the CAP, "the environmental document for each project must identify those requirements specified in the CAP that apply to the project, and if those requirements are not otherwise binding or enforceable, should be incorporated as mitigation measures applicable to the project" (State CEQA Guidelines, Section 15183.5b). For this analysis, the project's consistency with the CAP is analyzed qualitatively against the applicable measures and their corresponding implementation actions contained in the CAP. For informational purposes, the project's GHG emissions are also quantified to provide an estimate of the scale of future GHG emissions.

GHG emissions associated with the project construction and operations were calculated using the California Emissions Estimator Model (CalEEMod) version 2016.3.1. Because CalEEMod does not calculate N_2O emissions from mobile sources, N_2O emissions were quantified using the California Climate Action Registry General Reporting Protocol (January 2009) direct emissions factors for mobile combustion. Estimates of vehicle trips associated with the proposed development are based on trip generation rates presented in the Traffic and Circulation Study, prepared for the project by Associated Transportation Engineers (ATE), dated January 8, 2018 (refer to Section XVI, *Transportation/Traffic,* and Appendix D). The trip generation rates therein are based on the Institute of Transportation Engineers *Trip Generation Manual* (10^{th} Edition, 2017).

SLOAPCD recommends amortizing construction-related emissions over the life of the project, and suggests that the life of a project is 50 years for residential projects and 25 years for commercial projects. Although the project contains transient living spaces, the project is generally commercial and emissions were conservatively amortized over 25 years.

Discussion:

Construction Emissions. Construction of the project would generate temporary GHG emissions primarily as a result of operation of construction equipment on-site and vehicles transporting construction workers and materials to and from the project site. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and other large diesel-powered construction equipment. The project site is currently undeveloped but has undergone grading and maintenance activities under ownership by the City of Paso Robles. The project would require additional preparation and grading of the site to accommodate the specific size and placement of various components of the project. Project grading would involve a balanced amount of cut and fill material.

Construction activity associated with the project would generate an estimated 292 MT of CO_2e. Over this lifetime for the project (assumed to be 25 years), the construction emissions would amount to approximately 12 MT of CO_2e per year.

Combined Annual Construction, Operational, and Mobile GHG Emissions. Table 4 combines the construction and operational GHG emissions associated with development of the project. As shown in Table 4, the combined annual emissions from the project would total approximately 1,195 MT per year of CO_2e.

Table 4: Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions
Construction	12 metric tons CO_2e
Operational	
Area	0 metric tons CO_2e
Energy	360 metric tons CO_2e
Solid Waste	37 metric tons CO_2e
Water	10 metric tons CO_2e
Mobile	
CO_2 and CH_4	737 metric tons CO_2e
N_2O only	39 metric tons CO_2e
Total	**1,195 metric tons CO_2e**

Sources: See Appendix B for GHG emission factor assumptions, modeling output, and calculations.

Climate Action Plan Consistency. In November 2013, the City of Paso Robles adopted the CAP, which serves as the Qualified GHG Reduction Strategy consistent with the CEQA Guidelines. The GHG-reducing policy provisions contained in the CAP were prepared with the purpose of complying with the requirements of AB 32 and achieving the goals of the AB 32 Scoping Plan. As a result, the CAP is consistent with statewide efforts established in ARB's Climate Change Scoping Plan to reduce statewide GHG emissions to 15 percent below 2005 levels by 2020. The CAP outlines the measures identified by the City to achieve this reduction target including City government operations, community-wide, transportation and land use, off-road, water, solid waste, and tree planting parks measures. The project would be constructed and operational by 2020 and the project's consistency with the CAP is analyzed qualitatively against the applicable measures and their corresponding implementation actions contained in the CAP. The project would be consistent with the City's CAP if it includes provisions to further the emissions reduction goals in the CAP. Table 5 shows the project's consistency with applicable CAP measures.

Table 5: Project Consistency with City Climate Action Plan Measures

Climate Action Plan Control Measure	Project Consistency
Transportation and Land Use	
TL-1: Bicycle Network. Continue to improve and expand the City's bicycle network and infrastructure.	**Consistent:** According to the *Traffic and Circulation Study* for the project, prepared by Associated Transportation Engineers on January 8, 2018, bicycle activity in the project study area is relatively light and bicycle lanes are provided on Theatre Drive and Vine Street and paved shoulders are provided along SR 46 West, in the vicinity of the project site. As such, no additional bicycle facilities are recommended as part of the project.
TL-2: Pedestrian Network. Continue to improve and expand the City's pedestrian network.	**Consistent:** According to the *Traffic and Circulation Study* for the project, prepared by Associated Transportation Engineers on January 8, 2018, pedestrian activity in the project study area is relatively light. In the vicinity of the project site, a sidewalk is provided along the south side of SR 46 West and along both sides of Theatre Drive between SR 46 West and Alexa Court, except on the north side of Theatre Drive adjacent to Alexa Court, and along the west side of Alexa Court and Theatre Drive adjacent to the Target Shopping Center. As such, no additional pedestrian facilities are recommended as part of the project.

Climate Action Plan Control Measure	Project Consistency
TL-3: Expand Transit Network. Work with the Regional Transit Authority (RTA) and transit service providers to expand the local transit network (i.e., additional routes or stops, and/or expanded hours of operation) based on the greatest demand for service.	**Consistent:** According to the *Traffic and Circulation Study* for the project, prepared by Associated Transportation Engineers on January 8, 2018, the Paso Express transit system Route 9 runs at 1-hour headways and includes a stop at the Target Shopping Center across the street from the project site. As such, visitors of the proposed hotel would have access to the transit network and no additional transit facilities or increased bus frequencies are recommended as part of the project.
TL-4: Increase Transit Service Frequency/Speed. Work with the RTA and transit service providers to increase transit service frequency (i.e., reducing headways) by identifying route where increased bus frequency would improve service.	**Consistent:** See discussion for Measure TL-3.
Off-Road	
O-1: Off-Road Equipment Upgrades, Retrofits, and Replacements. Continue to work with the APCD and promote existing programs that fund off-road equipment and vehicle upgrades, retrofits, and replacement through the Carl Moyer heavy-duty vehicle and equipment program or other funding mechanisms.	**Consistent:** As stated in Section III, *Air Quality*, SLOAPCD standard mitigation measures for construction equipment would be required for the project. The required measures include, but are not limited to: maintaining all construction equipment in proper tune according to manufacturer's specifications; fueling all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road); using 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; not idling on and off-road diesel equipment for more than 5 minutes; posting signs in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit; electrifying equipment when feasible; and substituting gasoline-powered in place of diesel-powered equipment, where feasible.
Tree Planting	
T-1: Tree Planting Program. Develop a program to facilitate voluntary tree planting within the community, working with local non-profit organizations and community partners. Develop and adopt tree planting guidelines that address tree and site selection.	**Consistent:** The project would result in the removal of approximately 3 non-oak species trees and one (approximately 3.5 dbh) oak tree from the project site. However, the project would involve planting anew landscape trees throughout the site, resulting in an overall increase in the amount of trees on the project site as part of the project.

Many of the CAP's measures (e.g. City Government Operations, Energy, various Transportation and Land Use, Water, and Solid Waste measures) are requirements of the City to implement programs or incentivize GHG reduction measures in the City and are not required for private development. As such, many of these measures are not directly applicable to the project and are not included in the consistency analysis.

Based on the findings in Table 5, the project would be consistent with the City of Paso Robles Climate Action Plan. Therefore, impacts resulting from project-generated GHG emissions would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

Discussion (a-b):

The proposed hotel would not use or store large quantities of hazardous materials. Small quantities of potentially hazardous materials such as fuels, lubricants, and solvents would be used during construction of the project. As identified in the City's 2016 Local Hazard Mitigation Plan, the project site is located in the Notable Transport Corridor, which is a mapped quarter mile buffer zone illustrating the proximity to active freight rail lines, as well as U.S and State Highways. However, the transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act (RCRA), the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Adherence to these requirements would reduce impacts associated with the transport, use, or disposal, or potential release of hazardous materials into the environment, to a less than significant level.

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

Discussion:

The nearest school to the project site is Paso Robles High School, located approximately 2.5 miles northeast from the site. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter mile of an existing or proposed school. There would be no impact.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

Discussion:

The following databases compiled pursuant to Government Code Section 65962.5 were checked (January 2, 2018) for known hazardous materials contamination at the hotel site:

- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database;
- Geotracker search for leaking underground storage tanks (LUSTs); and
- The Department of Toxic Substances Control's Site Mitigation and Brownfields Database.

The hotel site was not listed on any of the above listed environmental databases. In addition, the project site is not located on or adjacent to any of the hazardous material sites/susceptible areas, as

identified in the City's 2016 Local Hazard Mitigation Plan. Since contamination is not known to be present on or near the site, the development would not create a significant hazard to the public or the environment, and there would be no impact.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

Discussion (e-f):

The project site is not located within two miles of a public airport, and is not located in an airport land use plan area. There are no private airport operations in the project's vicinity, as the closest private airstrip is the Oak Country Ranch Airport, located over five miles west from the project site (FAA 2017). Implementation of the project would not result in a safety hazard for people residing or working in the project area, and there would be no impact.

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

Discussion:

The City does not have adopted emergency response or evacuation plans. Implementation of the project would result in the construction of a four story hotel, on an existing undeveloped, previously graded lot. The project proposes the construction and utilization of two 24 feet wide access driveways on the southern portion of the site, allowing emergency responders adequate access to the hotel building (refer to Figure 3, *Site Plan*). In addition, the project would be required to comply with all regulations in regard to construction and effects on response and evacuation. Therefore, the project would not impair or physically interfere with emergency response or evacuation plans, and this impact would be less than significant.

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

Discussion:

Figure B-11 of the City's Local Hazard Mitigation Plan (2016) illustrates the wildland fire hazard areas in and around the City of Paso Robles based upon California Department of Forestry and Fire Protection (CalFIRE) Fire Severity Zone Maps. The project site is located in a Non-Wildland/Non-Urban fire hazard severity zone. The project would be required to be designed in compliance with all State and local fire safety requirements. This impact would be less than significant.

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

Discussion:

The project proposes the construction of a new hotel, directly adjacent to three existing hotels, and would not result in the development of any new use that would violate water quality standards or waste discharge requirements. 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 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. The project would be required to submit a Stormwater Pollution Prevention Plan (SWPPP) as well as adhere to the City Stormwater Management Plan, which include the development and utilization of Best Management Practices (BMPs), to control sediment and other pollutants. Examples of BMPs include sediment traps, stockpile management, and material delivery and storage. Compliance with State and local regulations and standards would reduce or avoid potential impacts to water quality as a result of the project. This impact 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?	☐	☐	☒	☐

Discussion:

A Water Supply Evaluation (WSE) was prepared by Todd Groundwater on January 25, 2018 for the project. The WSE found that the project can be served with water supplies currently available to the City without expanding groundwater pumping beyond historical levels. Also see (d) in Section XVIII, *Utilities and Service Systems*, for analysis of potential project impacts on local water supply sources. This impact would be less than significant.

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

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
f.	Otherwise substantially degrade water quality?	☐	☐	☒	☐

Discussion (c–f):

The project site is relatively flat and has undergone previous grading and maintenance activities. A concrete stormwater swale is located adjacent to the north end of the project site, and a rip-rap stormwater swale runs along the western boundary of the project site along Theatre Drive. Stormwater runoff generated by the increase of impervious surfaces would drain into these existing swales. 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 (Ordinance 993). 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. In addition, as discussed in item (a), the project would be required to submit a SWPPP which would contain BMPs to address erosion, pollution, and ensure water quality. Therefore, the project would not result in adverse impacts associated with drainage, erosion, flooding, polluted runoff, or otherwise substantially degrade water quality. Impacts would be less than significant.

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

Discussion (g-h):

According to Figure B-6, *Flood Insurance Rate Map*, of the City's Local Hazard Mitigation Plan (2016), the project site is located outside of both the 100- and 500-Year Federal Emergency Management Agency (FEMA) designated floodplains. Therefore, the project would not place the proposed transient lodging facilities within a 100-year flood hazard area and would not impede or redirect flood flows. Impacts would be less than significant.

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

Discussion:

See (g-h) above. Additionally, as identified in the City's 2016 Local Hazard Mitigation Plan and General Plan Safety Element, the project site is located outside of the Salinas Dam Failure Inundation Area. Therefore, there would be no impact associated with the exposure of people or structures to a significant risk of loss, injury or death involving flooding as a result of a levee or dam.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
j.	Inundation by mudflow?	☐	☐	☐	☒

Discussion:

In accordance with the discussion in Section VI, *Geology and Soils*, item (b), and discussed above in items (g) through (i), there are no landslide hazards located on or near the project site that could result in mudflows, nor is the project susceptible to mudflows originating from flooding or dam inundation. Therefore, the project would not result in any impacts associated with inundation by mudflow.

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

Discussion:

The City of Paso Robles is enrolled in the Phase II Municipal Storm Water Program as required by the State Water Resources Control Board. The project would be required to implement the City's Storm Water Management Plan and BMPs, goals, and implementation procedures therein. In addition, the project would be required to adhere to the BMPs included in the SWPPP developed for the project. This impact would be less than significant.

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

Discussion:

As discussed above in items (a), (c-f), and (k), the project would incorporate all feasible means to manage water runoff on the project site. In addition, as discussed in Section IV, *Biological Resources*, there are no wetlands or riparian areas on or adjacent to the project site. Therefore, this impact would be less than significant.

X. LAND USE AND PLANNING: Would the project:

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

Discussion:

The project site is undeveloped, but is located in a developed area. SR 46 West exists to the north, three hotels exist to the east, and single family residences are located across Theatre Drive to the west, and southwest. The project would serve as an extension to the adjacent hotel and visitor-serving commercial development, consistent with the Commercial-Highway zoning with a Planned Development overlay on the site. Therefore, the project would not physically divide an established community and this impact would be less than significant.

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

Discussion:

As a regional commercial land use, the proposed hotel is generally consistent with the General Plan Land Use Designation of Regional Commercial and Commercial-Highway zoning (C2). However, as proposed, the project would be 52 feet and one inch tall and would require an exception to exceed the 50-foot height limit development standard for the C2 zoning.

As identified in the City's Purple Belt Action Plan (2009), the project site is located in a High Priority Area and, therefore, subject to the policies and guidelines of the Purple Belt Action Plan. The plan intends to guide development standards and conservation efforts in the Paso Robles area. The Plan states that the design standards and recommendations in the Gateway Design Standards are consistent with the Purple Belt Plan because they support and reinforce a clear distinction between the rural and urban landscape. With approval of the requested height variance, the project site design would be consistent with the Gateway Design Standards and, thus, consistent with the Purple Belt Action Plan.

Therefore, the project would not conflict with applicable plans or policies adopted to avoid or mitigate environmental effects. This impact would be less than significant.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion:

No habitat conservation plans or natural community conservation plans are established on the project site or in the general area of the City in which the project would occur. There would be no impact.

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion (a-b):

The City General Plan outlines policies that protect and conserve mineral resources identified by the State Geologist as being important mineral deposits, designated "MRZ-2". The California Geological Survey map of the San Luis Obispo-Santa Barbara Production-Consumption Region shows that there are no MRZ-2 classification minerals on the project site. Therefore, the project would not result in any impacts associated with the loss of availability of a known mineral resource or mineral resource recovery 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?	☐	☒	☐	☐

Discussion:

Based on the land uses and area proposed for the project, project construction would last approximately 11 months. The shortest distance between areas where grading would occur and a sensitive receptor (transient lodging located east of the project site boundary), would be approximately 40 feet. However, the average distance from construction activity to the nearest sensitive receptor would be approximately 100 feet because the majority of construction activity would not occur at the edge of the project site, but rather at the location of the proposed hotel near the center of the project site. The distance between the project site and the nearest existing residences would be approximately 350 feet. Table 6 shows typical noise levels associated with various construction equipment at distances of 50 feet, 100 feet, and 350 feet from the noise source. This information is based on the reference emission noise levels and typical usage factors in the FHWA Construction Noise Handbook Manual (FHWA 2013). Typical construction noise levels at 100 feet from the source range from about 70 to 83 dBA.

Table 6: Noise Ranges of Typical Construction Equipment

Construction Equipment	Typical Noise Levels at Reference Distances (dBA)		
	50 Feet	100 feet[1]	350 feet[2]
Mobile Equipment			
Backhoe	80	74	63.5
Compactor	82	76	65.5
Grader	85	79	68.5
Loader	89	79	68.5
Paver	89	83	72.5
Scraper	89	83	72.5
Truck	88	82	71.5
Stationary Equipment			
Air Compressor	80	74	63.5
Concrete Mixer	85	79	68.5
Concrete Pump	82	76	65.5
Crane	83	77	66.5
Generator	81	75	64.5
Jackhammer	88	82	71.5
Pneumatic Impact Equipment	85	79	68.5
Pump	76	70	59.5

1. This distance corresponds to the average distance from hotel construction activity to the Hampton Inn & Suites located approximately 100 feet east of the project site.
2. This distance corresponds to residential receptors located approximately 350 feet west and southwest of the project site.
Notes: Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.
Noise levels assume a noise attenuation rate of 6 dBA per doubling of distance.
Source: FHWA 2013.

The highest noise levels typically occur during site preparation and grading, which involve the use of such equipment as backhoes, bulldozers, shovels, and front-end loaders, although only a limited amount of equipment can operate near a given location at a particular time. Table 7 summarizes the peak noise levels by construction phase based on the CalEEMod equipment list necessary for

development of the proposed land uses (see Appendix B) for demolition, site preparation, grading operations, building construction, paving, and architectural coating.

Table 7: Peak Noise Levels by Construction Phase

Construction Phase	Peak Noise Levels at Reference Distances (dBA Leq)	
	100 Feet[1]	350 Feet[2]
Demolition	76	65.5
Site Preparation	77	66.5
Grading	76	65.5
Building Construction	75	64.5
Paving	77	66.5
Architectural Coating	69	58.5

1. This distance corresponds to the average distance for hotel construction activity to the Hampton Inn & Suites located approximately 100 feet east of the project site.
2. This distance corresponds to residential receptors located approximately 350 feet west and southwest of the project site.
Note: Noise levels assume a noise attenuation rate of 6 dBA per doubling of distance.

Based on an average distance of 100 feet to the nearest noise-sensitive receptor that may be affected by construction noise, the maximum temporary construction noise level at this receptor would be 77 dBA. This maximum temporary construction noise level would occur for relatively brief periods, but would still be considered a potential construction noise impact.

In addition, the project includes a modular approach to building construction, whereby individual rooms will be constructed offsite then transported to the site and lifted into place for assembly. This would result in a slight reduction in the overall construction schedule and the duration of temporary construction noise. The project would not require deep pole driving, blasting, or similar measures that would present unique and intrusive noise sources. In the event that construction noise does present a nuisance under Section 21.21.040 of the Paso Robles Municipal Code, the City may enforce additional measures to minimize the intrusion of noise during construction. For these reasons, and with the implementation of Mitigation Measure N-1(a) through N-1(c), the potential impact of construction noise would be reduced to a less than significant level.

Mitigation Measures:

N-1(a): Construction Activity Timing. Except for emergency repair of public service utilities, or where an exception is issued by the City, no operation of tools or equipment used in construction, drilling, repair, alteration, or demolition work shall occur daily between the hours of 7:00 PM and 7:00 AM, or any time on Sundays, holidays, or after sunset.

N-1(b): Construction Equipment Best Management Practices (BMPs). For all construction activity at the project site, noise attenuation techniques shall be employed to ensure that noise levels are maintained within levels allowed under Section 21.21.040 of the Paso Robles Municipal Code. Such techniques shall include:

- Sound blankets on noise-generating equipment.
- Stationary construction equipment that generates noise levels above 65 dBA at the project boundaries shall be shielded with barriers that meet a sound transmission class (a rating of how well noise barriers attenuate sound) of 25.
- All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.
- For stationary equipment, the applicant shall designate equipment areas with appropriate acoustic shielding on building and grading plans. Equipment and shielding shall be installed prior to construction and remain in the designated location throughout construction activities.

- Electrical power shall be used to power air compressors and similar power tools.
- Temporary sound barriers shall be constructed between construction sites and affected uses.
- Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.

N-1(c): Neighboring Property Owner Notification and Construction Noise Complaints. The contractor shall inform business operators and residents at properties within 500 feet of the project site of proposed construction timelines and noise complaint procedures to minimize potential annoyance related to construction noise. Proof of mailing the notices shall be provided to the City before the City issues grading or building permits. Signs shall be in place before beginning of and throughout grading and construction activities.

Significance After Mitigation: Implementation of Mitigation Measures N-1(a) through N-1(c) would minimize the potential to generate excessive noise levels above applicable City standards, and would reduce impacts to a less than significant level.

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

Discussion:

Caltrans provides thresholds of significance for vibration and methodology for calculating vibration levels at distances from generation. Table 8 indicates vibration levels at which humans would be affected by vibration levels.

Table 8: California Department of Transportation Vibration Annoyance Potential Criteria

Human Response Condition	Maximum Vibration Level (in/sec) for Transient Sources	Maximum Vibration Level (in/sec) for Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

Source: California Department of Transportation 2013.

Construction activities on the project site have the potential to generate low levels of groundborne vibration. Table 9 identifies vibration velocity levels based on distance from the receptor for the types of construction equipment that would be used on the project site during construction activities.

Table 9: Vibration Source Levels for Construction Equipment

Construction Equipment	Vibration Level (in/sec)[1]		
	25 feet	50 feet	100 feet
Large Bulldozer	0.089	0.035	0.017
Loaded Trucks	0.076	0.031	0.011
Jackhammer	0.035	0.016	0.008
Small Bulldozer	0.003	0.001	0.0004

*1 Calculated using equation from FTA Transit Noise and Vibration Impact Assessment (2006): PPVequip = PPVref * (25/D)^1.5.*
Source: California Department of Transportation 2013.

The shortest distance between areas where grading would occur, and a sensitive receptor (the hotel located east of the project site boundary), would be approximately 40 feet. The average distance for construction activity to the nearest sensitive receptor would be approximately 100 feet because the majority of construction activity would not occur at the edge of the project site, but rather at the location of the proposed hotel near the center of the project site. The smallest distance between the project site and the nearest residences would be approximately 350 feet.

As shown in Table 9, periodic vibration levels could reach up to 0.089 in/sec at 25 feet from construction activity. Based on Caltrans vibration criteria for transient sources, this level of vibration would be barely perceptible, and below the identified threshold for "distinctly perceptible." In addition, construction activities that would result in vibration would be temporary and intermittent due to the nature of construction, and would only occur during daytime hours, when residential and hotel land uses are generally less sensitive to vibration. Construction vibration would be intermittent and would not be distinctly perceptible at the nearest sensitive land use. Therefore, this impact would be less than significant.

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

Discussion:

The project would introduce new hotel and parking uses on the project site. The proposed hotel structure would be located approximately 100 feet from the existing Hampton Inn and Suites, which is the nearest existing noise-sensitive receptor and at least 350 feet from existing residences to the west and southwest of the project site. Existing sensitive uses near the project site may periodically be subject to noise associated with operation of the project, including stationary equipment, such as HVAC systems, trash hauling, parking lot noise, and other general activities associated with hotel and parking land uses.

These on-site sources of operational noise would be similar to those associated with the existing Hampton Inn and Suites located immediately east of the project site. Delivery truck and trash hauling trips to the site would be an occasional source of noise, and would be similar in noise level and frequency to existing truck trips associated with the adjacent hotel. Typical noise sources associated with parking lots include tire squeal, doors slamming, car alarms and horns, and engine start-ups. Maximum noise levels associated with parking lot activity are shown in Table 10.

Table 10: Parking Lot Noise Sources

Source	Maximum Noise Level at 50 Feet (Lmax dBA)	Maximum Noise Level at 400 Feet (Lmax dBA)
Autos at 14 mph	50	32
Car Alarm Signal	69	51
Car Alarm Chirp	54	36
Car Horns	69	51
Door Slams or Radios	64	46
Tire Squeals	66	48

Source: Gordon Bricken & Associates, 1996. Estimates are based on actual noise measurements taken at various parking lots

The maximum source of parking lot noise at proposed residences would be from car horns and car alarm signals, which may reach 69 dBA at 50 feet from the source. As shown on Figure 3, *Site Plan*, parking uses proposed for the eastern portion of the project site behind the proposed Hyatt Place hotel would be within 50 feet of the adjacent Hampton Inn and Suites. However, these noise sources occur infrequently and do not occur for extended periods of time. More common noise sources include slow driving cars (automobiles at 14 mph), door slams, and radios. The City's exterior noise limit for lodging uses is 50-65 dBA Ldn or CNEL, which is a weighted 24-hour noise level. Due to the intermittent nature of parking lot noise, the expected parking lot noise would not be expected to contribute to exterior noise levels that would exceed the City's exterior noise standards at the nearest noise-sensitive receptor. This impact would be less than significant.

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

Discussion:

With respect to traffic noise increases due to project-generated traffic, impacts would be significant if traffic-generated noise associated with development of the project would result in exposure of sensitive receptors to unacceptable noise levels. The May 2006 FTA Transit Noise and Vibration Impact Assessment recommendations were used to determine whether or not increases in roadway noise would be considered significant. The allowable increase in noise exposure is reduced as the existing baseline noise exposure is increased. As such, the lower the existing baseline noise levels, thehigher the allowable increase in noise exposure. Table 11 shows the significance thresholds for increases in traffic-related noise levels caused by the project. If residential development or other sensitive receptors would be exposed to traffic noise increases exceeding the FTA criteria, impacts would be considered significant.

Table 11: Allowable Changes in Operational Roadway Noise Exposure (Ldn or Leq in dBA)

Existing Baseline Noise Levels	Allowable Noise Exposure Increase
45-50	7
50-55	5
55-60	3
60-65	2
65-75	1
75+	0

Source: FTA, May 2006

The project would result in increased traffic volumes along area roadways. The increase in traffic volumes resulting from implementation of the project would, therefore, contribute to predicted increases in traffic noise levels. Using traffic data from the Traffic Study for the project (ATE 2018), traffic noise levels were quantified with the HUD DNL Calculator for existing and cumulative conditions, with and without project-generated traffic (refer to Appendix D for traffic data). The project's contribution to traffic noise levels along area roadways was determined by comparing the predicted noise levels with and without project-generated traffic for the project and cumulative scenarios. Predicted traffic noise levels are summarized in Table 12.

Table 12: Predicted Increases in Traffic Noise Levels–Long Term Operational Conditions

Roadway Segment	Ldn at 50 feet from Roadway Centerline		Noise Level Increase	Threshold (dBA Increase)	Significant?
	Without Project	With Project			
Existing Conditions					
U.S. 101 Northbound	76.3	76.3	0.0	0	No
U.S. 101 Southbound	75.9	76.0	0.1	0	No
Vine Street	64.6	64.7	0.1	2	No
SR 46 West	68.7	68.7	0.0	1	No
Theater Drive (south of site)	66.9	66.9	0.0	1	No
Ramada Drive (north of SR 46 West)	66.7	66.7	0.0	1	No
Ramada Drive (south of SR 46 West)	65.9	65.9	0.0	1	No
Cumulative Conditions					
U.S. 101 Northbound	76.4	76.4	0.0	0	No
U.S. 101 Southbound	76.0	76.1	0.1	0	No
Vine Street	65.5	65.6	0.1	1	No
SR 46 West	68.9	69.0	0.1	1	No
Theater Drive (south of site)	67.0	67.1	0.1	1	No
Ramada Drive (north of SR 46 West)	66.8	66.8	0.0	1	No
Ramada Drive (south of SR 46 West)	66.0	66.0	0.0	1	No

Notes: Traffic noise levels were estimated using the HUD DNL Calculator, available at: https://www.hudexchange.info/environmental-review/dnl-calculator/
Refer to Appendix F for full traffic noise modeling assumptions and results.

As shown in Table 12, project-generated traffic would not result in a predicted traffic noise level increase along any roadway greater than 0.1 dBA Ldn. These predicted noise level increases would not exceed the applicable FTA criteria for significant changes in operational roadway noise exposure shown in Table 11, and would be below the human threshold for a barely perceptible increase in noise. Given these results, the project's contribution to roadway noise would not exceed allowable thresholds, and impacts would be less than significant.

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

Discussion:

As discussed in Section VIII, *Hazards and Hazardous Materials*, the project is not located within two miles of an airstrip, nor is the project located in an area subject to an airport land use plan. Therefore, the project would not expose people or workers to excessive noise levels from aviation related activity.

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)?	☐	☐	☒	☐

Discussion:

As a hotel development, the project would add transient users to the project site, as well as new employees. Transient users utilizing the hotel would not increase population to the City of Paso Robles. The proposed hotel would introduce a new business to the community, resulting in job creation. The employees servicing the hotel would likely come from the existing City population, as the project would not require a large labor force. The new employment would be absorbed by the local and regional employment market and, therefore, would not create the demand for new housing or population growth. This impact would be less than significant.

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

Discussion (b-c):

The project site is undeveloped, and contains no permanent housing or habitable units. Therefore, the project would not result in any impacts associated with the displacement of people or housing.

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?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐

Discussion (a-b):

The Paso Robles Department of Emergency Services provides a variety of services to the community including Fire Suppression, Emergency Medical Services, Rescue, Hazardous Materials and other emergency responses. The project site would be served by Fire Station 1 as well as the Paso Robles Police Department, both located at 900 Park Street approximately 2.5 miles north of the site, for fire a and police services.

The project would be consistent with the Regional Commercial land use designation on the site as well as surrounding hotel and visitor-serving commercial uses. The project site is already within the existing service area of fire and police services and would not include new neighborhoods or a significantly large scale development that cannot be provided with services through existing resources. Additionally, the incremental impacts to services would be mitigated through payment of standard City police and fire development impact fees. Therefore, impacts to fire and police service services would be less than significant.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Schools?	☐	☐	☒	☐
d.	Parks?	☐	☐	☒	☐
e.	Other public facilities?	☐	☐	☒	☐

Discussion (c-e):

The proposed hotel would provide for transient lodging, but would not generate population growth or new residents in the City of Paso Robles. Therefore, the project would not decrease the service ability of City schools, parks, or other public facilities, such that new facilities would be needed to serve the existing population. Additionally, the incremental impacts to these facilities would be mitigated through payment of standard City general governmental, park and recreation, and library development impact fees. Impacts would be less than significant.

XV. RECREATION: Would the project:

a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b.	Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Discussion:

The project would not generate population growth or bring new residents to the City that would increase demand for existing recreational facilities. In addition, the project would include the development of an exercise room, pool, and spa, which can be utilized by guests of the proposed hotel. With the proposed on-site facilities and payment of standard City park and recreation development impact fees, the project would result in less than significant impacts to recreational facilities and resources in the City.

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

Setting:

A Traffic and Circulation Study (Traffic Study) was prepared for this project on January 8, 2018 by Associated Transportation Engineers (ATE) and is included as Appendix D of this Initial Study. The Traffic 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 project site. Mitigation measures are provided for the transportation facilities that are forecast to exceed adopted standards for such facilities.

Traffic operations are analyzed in the Traffic Study for the following scenarios: 1) Existing Conditions; 2) Existing + Project Conditions; 3) Cumulative Conditions (Existing + Approved Projects + Pending Projects); and 4) Cumulative + Project Conditions.

Future development of an approximately 2,500 square-foot restaurant is planned for a small commercial pad adjacent to the southeastern corner of the project site. The restaurant development is not proposed as part of this project, but was included as part of the Traffic Study for the project. As such, the analysis of Existing + Project and Cumulative + Project conditions and findings for these scenarios adapted from the Traffic Study in this Initial Study are considered conservative.

The roadways and intersection included in the Traffic Study were identified based on the level of traffic that would be generated by the project. Table 13 includes both local and regional facilities included in the study.

Table 13: Study-Area Roadways and Intersections

Freeway Segments	Surface Roadways	Intersections
U.S. 101 n/o SR 46 West[a] U.S. 101 s/o SR 46 West[a]	SR 46 West w/o U.S. 101[b] Vine Street n/o SR 46 West[c] Theatre Drive s/o SR 46 West[c] Ramada Drive n/o SR 46 West[c] Ramada Drive s/o SR 46 West[d]	SR 46 West/Gahan Place[b] SR 46 West/Theatre Drive[b] SR 46 West/Vine Street[b] SR 46 West/U.S. 101 SB[b] SR 46 West/U.S. 101 NB[b] SR 46 West/Ramada Drive[b]

a. State highway – traffic operation assessed using Caltrans criteria for freeways
b. State highway – traffic operations assessed for intersections along SR 46 West 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 of San Luis Obispo criteria
Source: ATE 2018

The Traffic Study also provides an analysis of potential traffic impacts at the signalized intersections along the SR 46 West corridor during the Peak Summer Friday and Peak Summer Sunday afternoon periods. These analyses capture traffic associated with people traveling to and from the Central Coast from the San Joaquin Valley for summer weekend recreation. The Traffic Study also addressed traffic operations and potential impacts to the U.S. 101/Main Street interchange and segment of Ramada

Drive south of SR 46 West, both located in the County jurisdiction.

Level of Service Standards. Level of Service (LOS) is a qualitative measure of traffic conditions ranging from LOS A (representing free flowing conditions with little or no delay) to LOS F (representing congested conditions with long delays and lengthy vehicle queues). According to the Caltrans Transportation Planning Fact Sheet and Transportation Concept Report, LOS D in the minimum operating standard for U.S. 101 in the Paso Robles area; LOS standards are not provided for SR 46 West. Caltrans aims to maintain a target LOS at the transition between LOS C and LOS D. For the purposes of the Traffic Study, LOS C is considered acceptable for the intersections located along SR 46 West, with mitigation required for LOS D, LOS E, and LOS F. The County of San Luis Obispo has adopted LOS C as the minimum standard for traffic operations on Ramada Drive south of SR 46 West.

Existing Operations. Using the methods detailed in the Traffic Study, existing LOS were calculated for the U.S. 101 freeway segments and study-area intersections. The segments of U.S. 101 adjacent to SR 46 West operate at LOS C or better during the AM and PM peak periods under existing conditions (Table 3, ATE 2018). The study-area intersections operate at LOS C or better during the AM and PM peak periods under existing conditions (Table 4, ATE 2018). The study-area intersections operate at LOS C or better during the Peak Summer Friday and Peak Summer Sunday peak hour periods under existing conditions (Table 11 and Table 16, ATE 2018). At these LOS, existing freeway and intersection operations meet Caltrans' standards.

Discussion:

Using the Hotel rates (Land Use Code 310) in the Institute of Transportation Engineers' Trip Generation Manual (10th Edition; 2017), the project would generate 1,112 average daily trips (ADT), with 63 trips occurring during the AM peak hour and 80 trips occurring during the PM peak hour (Table 5, ATE 2018). The distribution of these trips is shown in Table 14.

Table 14: Project Trip Distribution

Origin/Destination	Direction	Percent
U.S. 101	North	25
U.S. 101	South	35
Vine Street	North	15
SR 46 West	West	10
Theatre Drive s/o project site	South	10
Ramada Drive n/o SR 46 West	East	2.5
Ramada Drive s/o SR 46 West	East	2.5
	Total	**100**

Source: ATE 2018

Existing + Project Operations. Using the methods detailed in the Traffic Study, existing + project LOS were calculated for the U.S. 101 freeway segments and study-area intersections. With the addition of project-generate traffic, the segments of U.S. 101 adjacent to SR 46 West as well as the study area intersections would operate at LOS C or better (Table7 and Table 8, ATE 2018). At these LOS, freeway and intersection operations would meet Caltrans' standards with the addition of project-generate traffic.

Cumulative and Cumulative + Project Operations. Using the methods detailed in the Traffic Study, cumulative and cumulative + project LOS were calculated for the U.S. 101 freeway segments and study-area intersections. The segments of U.S. 101 adjacent to SR 46 West would operate at LOS D or better under cumulative and cumulative + project conditions (Table 9, ATE 2018). The study-area intersections would operate at LOS C or better under cumulative and cumulative + project conditions (Table 10, ATE 2018). At these LOS, freeway and intersection operations would meet Caltrans'

standards under cumulative and cumulative + project conditions.

Existing + Project Peak Summer Operations. With the addition of project-generated traffic, the study-area intersections would operate at LOS C or better during the Peak Summer Friday and Peak Summer Sunday peak hour periods (Table 12 and Table 17, ATE 2018). At these LOS, intersection operations would meet Caltrans' standards under existing + project peak summer conditions.

Queue forecasts were developed and queuing analysis was also performed to determine if any "damaging" queues occur at the study-area intersections under the Peak Summer Friday and Peak Summer Sunday conditions. Damaging queues include turn bay overflow, queue spillback between intersections, queues that block access to turn bays of driveways that serve adjacent properties, and queues on U.S. 101 off-ramps that interfere with freeway operations. Although damaging queues were identified in the queuing analysis, peak queue forecasts would not exceed the storage lanes at any of the intersections that were examined. The intersections that were examined have been previously identified as deficient and already experience damaging queues. Caltrans has initiated planning for the U.S. 101/SR 46 West Interchange Modification Project. The U.S. 101/SR 46 West interchange ramps currently operate at LOS "C," but as growth continues under the City General Plan, the LOS at these ramp intersections will worsen. The lack of separation between ramp intersections and frontage road intersections also does not meet current Caltrans design standards. In response to these current conditions and projections, Caltrans has developed plans for improvements at this interchange and has completed environmental review for the interchange project (Caltrans 2009). Although the project would add additional traffic to the study-area intersections that experience damaging queues, this would not result in new impacts beyond what has already been identified for this area and will be resolved through the planned U.S. 101/SR 46 West interchange improvements.

In summary, the project would not result in significant project-specific or significant cumulative impacts to U.S. 101, surface streets, or intersections in the study-area based on applicable thresholds. Impacts would be less than significant.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Conflict with an applicable congestion management program, including but not limited to a level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐

Discussion:

The San Luis Obispo Council of Governments (SLOCOG) provides transportation planning and funding for the San Luis Obispo County region, including the City of Paso Robles, and is the designated Regional Transportation Planning Agency. In 1992, SLOCOG was the designated Congestion Management Agency, and prepared a Congestion Management Program (in 1994). In 1997, SLOCOG and its member agencies discontinued the congestion management program and integrated most of its procedures into other planning and program activities. Thus, there is no specific congestion management plan or program applicable in the City of Paso Robles, but related transportation goals and policies are incorporated into other programs that apply throughout the County. Therefore, the project would not conflict with an applicable congestion management program and the concept of evaluating effects based on regional LOS standards is addressed in the discussion of item (a) above.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

Discussion:

As discussed in Section VIII, *Hazards and Hazardous Materials*, and Section XII, *Noise*, the project site is not located within an airport land use plan or within two miles of a public airport or private use airport. The proposed hotel would not result in any change to air traffic patterns that would result in substantial safety risks. This impact would be less than significant.

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

Discussion:

Access to the project site would be provided by two new driveway connections to Theatre Drive (refer to Figure 3, *Site Plan*). A raised median is located on Theatre Drive adjacent to the northern driveway, which would limit driveway access to right turns only (inbound and outbound). The southern driveway would be located opposite an existing access driveway for the Target Shopping Center, creating a four-way intersection at this access point. This proposed access system would accommodate traffic entering and exiting the site without causing delays or safety issues but would require modification of the existing pattern of raised and painted medians at this location, as discussed in the Traffic and Circulation Study (ATE 2018:page 17). This mitigation requirement, in addition to required payment of City Transportation development impact fees, would avoid hazards due to limitations at these access points.

Mitigation Measures:

T-1(a): Northern Driveway Signage. Signage shall be installed on-site to inform drivers of right-turns only for traffic outbound from the northern driveway of the project site prior to issuance of occupancy permits.

T-1(b): Southern Driveway Alignment and Turn-Pocket. The southern driveway shall be designed to align with the Target Shopping Center driveway. The existing raised median on Theatre Drive shall be modified to provide a left-turn pocket for traffic entering the project site from southbound Theatre Drive. These features shall be shown on project design plans prior to issuance of grading permits.

These measures would require the applicant to obtain an encroachment permit from the City and obtain sign-off on the improvements prior to implementation to ensure design and construction to the satisfaction of the City Engineer.

Significance After Mitigation: Implementation of Mitigation Measures T-1(a) and T-1(b) would reduce potential impacts related to hazards associated with the design of project access points. .

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

Discussion:

The proposed hotel development would include two new access driveways along the southern boundary of the site. The project does not include any proposed streets, intersections, or signage that would increase traffic related hazards. The access driveways to enter the site would be constructed at 24’ feet width, which would provide emergency responders with adequate access and circulation

routes. As required, the project would be developed in compliance with all local and State safety standards. Since the project would not increase hazards due to design features or incompatible uses and would not result in inadequate emergency access, there would be no impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Discussion:

Transit. Paso Robles is served by the Paso Express transit system and the San Luis Obispo Regional Transportation Agency (SLORTA) Route 9. There is a bus stop for Route 9 at the Target Shopping Center across Theater Drive, just south of the project site. The project would not substantially increase the demand for public transit services or adversely affect transit services. There would be no impact.

Pedestrian and Bicycle. Existing pedestrian and bicycle activity in the project study-area is relatively light. Bicycle lanes are provided on Theatre Drive and Vine Street and paved shoulders are provided along SR 46 West, in the vicinity of the project site. A sidewalk is provided along the south side of SR 46 West and along both sides of Theatre Drive between SR 46 West and Alexa Court, except on the north side of Theatre Drive adjacent to Alexa Court, and along the west side of Alexa Court and Theatre Drive adjacent to the Target Shopping Center. The project may generate a slight increase in number of pedestrian and/or bicycle trips in the project study-area. The existing sidewalks and bicycle lanes would have adequate capacity to handle the increase in multi-modal traffic. Therefore, the project would not decrease the performance or safety of bicycle or pedestrian facilities and there would be no impact.

XVII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Cod Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe.	☐	☒	☐	☐

Discussion (a-b):

As discussed in Section V, *Cultural Resources*, ground disturbing activities have the potential of disturbing undiscovered cultural resources. The City of Paso Robles has engaged in SB 18, and AB 52 consultation, and sent out letters on February 14, 2018 to identified Native American Tribes with in area that have requested notification. The City has not received any responses requesting tribal cultural resource consultation. However, as the potential remains to disturb tribal cultural resources, mitigation is required to reduce impacts to a less than significant level.

Mitigation Measures: Implement Mitigation Measures CR-1(a) and CR-1(b). Refer to Section V, *Cultural Resources*, and Mitigation Monitoring and Reporting Plan in Appendix A.

Significance After Mitigation: Implementation of Mitigation Measures CR-1(a) and CR-1(b) would reduce potential impacts to tribal cultural resources a less than significant level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☒	☐	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐

Discussion (a-b, e):

The project site is not currently served by the City's wastewater conveyance system. In a memorandum dated February 7, 2017, the City Engineer determined that a new eight-inch sewer line would need to be installed in Theatre Drive in order to serve the project. Once connected, wastewater generated by future occupants of the proposed hotel would feed into the City of Paso Robles wastewater conveyance system and ultimately flow to Paso Robles Wastewater Treatment Plant. The treatment plant is currently limited to a permitted discharge of 4.9 mgd (average dry weather design capacity) pursuant to Waste Discharge Requirement (WDR) Order No. R3-2011-0002 (National Pollutant Discharge Elimination System [NPDES] Permit No. CA0047953). According to the City's 2015 UWMP, wastewater flows at buildout under the General Plan are projected to be 4,946 AFY (0.11 AF per capita) or approximately 4.4 mgd.

The City's General Plan Amendment 2012-002 takes vacancy rates into account and identifies wastewater generation associated with 594 dwelling units citywide as available to assign to development. These units are incorporated into the 2015 UWMP wastewater generation projections. If approved, the project would be part of the 594 available units and thus included in the UWMP projections. As such, the City's total projected wastewater generation of 4.4 mgd which includes wastewater generated from buildout of the project, would be within the permitted 4.9 mgd capacity of the City's conveyance and treatment facilities. Additionally, as a condition of project approval the applicant must prepare and submit a composite utility plan that shows sewer (wastewater) lines and is signed by a representative of the City's Wastewater Division, as well as sanitary sewer plans that must be approved by the City Engineer. Potential impacts associated with necessary improvements to City wastewater conveyance facilities would be reduced through payment of standard City sewer connection fees. Therefore, the project would not result in adverse impacts associated with exceedance of wastewater treatment requirements or need for new or expanded wastewater treatment

facilities.

The City's Salt/Nutrient Management Plan (2015) identifies detrimental salt and nutrient sources in the Paso Robles Groundwater Basin caused by municipal wastewater system discharges to groundwater and the use of regenerative water softeners in the basin. In addition, the City's sewerage system operations ordinance (14.08) sets requirements for discharges from water softening systems, including the limits for discharging water softening brine for commercial or industrial users. Potential impacts associated with wastewater discharge would be less than significant with incorporation of mitigation.

Mitigation Measures:

> **UTIL-1: Water Softener Use.** The project shall prohibit the use of self-generating water softeners. Discharge from self-generating water softeners increase salinity in the wastewater treatment system degrading and limiting the use of recycled water from the City's Wastewater Treatment Plant. If the hotel were to use self-generating water softeners, the hotel would be contributing to wastewater violations. Enforcement of this requirement would ensure the hotel does not contribute to wastewater violations.

Significance After Mitigation: Implementation of Mitigation Measure UTIL-1 would reduce potential impacts to the Paso Robles Groundwater Basin caused by municipal wastewater system discharges to a less than significant level.

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

Discussion:

The project would result in approximately 85,400 square feet of impervious surface area onsite associated with the proposed hotel building, asphalt paving for parking areas, and concrete walks and pads (refer to Figure 3, Site Plan). This establishment of impervious surfaces on the site would result in an increase in surface runoff from the site. The remainder of the site (approximately 32,400 square feet) would include pervious surfaces including undeveloped or landscaped areas with trees, shrubs, and ground cover appropriate for the Paso Robles climate. Irrigation for on-site landscaping would be through a low water use drip system with an automatic controller and weather sensor.

An existing concrete stormwater swale and existing rip-rap stormwater swale are located along the northern and western perimeters of the site, respectively. These facilities would be maintained upon project development to treat runoff from the site. The project site would be graded to mimic the drainage patterns of the existing site. Stormwater from the project parking areas would sheet flow to undeveloped and landscaped areas onsite and existing, adjacent stormwater facilities. Based on the proposed area of impervious surfaces, the project would be classified by the City as a Tier 4 project, which is a project that creates or replaces 22,500 square feet or more of impervious surface, and subject to the requirements for Tier 4 projects in the City's Stormwater Technical Guide (2016). Under these requirements and as a condition of project approval, the project applicant would be required to prepare and submit a Stormwater Control Plan that demonstrates project compliance with all Tier 3 project requirements as well as a requirement that post-development peak flows discharged from the site must not exceed pre-project peak flows for two-year through 10-year storm events. With the existing, adjacent stormwater facilities, proposed grading pattern, and compliance with the City's stormwater control requirements, the project would not result in the need for new or expanded City stormwater facilities and impacts associated with stormwater facilities would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐

Discussion:

A Water Supply Evaluation (WSE) was prepared by Todd Groundwater on January 25, 2018 for the project. The comparison of projected water supplies and demands in the WSE for the project is summarized herein. The analysis extends to 2045 and is based on supply and demand projections provided in the City of Paso Robles Urban Water Management Plan (UWMP; 2016). The WSE is contained in Appendix E of this Initial Study.

Potable water for the new development would be supplied by the City. Table 15 summarizes the projected water use for the proposed hotel operations and landscaping.

Table 15: Hyatt Place Project Water Use

Project Component	Water Use Rate (AFY/room)[1]	Project Water Sources		Project Water Use (AFY)
		Direct City Supplied Water	Non-Revenue City Water[2]	
133-room Hyatt Place Hotel	0.15	19.95	1.50	**21.45**
Landscaping, spa, and pool[3]	--	2.00	0.15	**2.15**
Total Water Use		**21.95**	**1.65**	**23.60**

Source: Todd Groundwater 2018; Appendix E.
AFY = acre-feet/year
Preliminary water use estimates may be refined during the project planning process and does not include water needed to initially fill pool and jacuzzi nor construction water demands.
1. The water use rate for hotel rooms is based on similar hotels in Paso Robles and anticipated future hotel room usage.
2. Assumes that non-revenue (unaccounted for) water is seven percent of total water use (19.95 AFY x 0.07/0.93 = 1.5 AFY). Non-revenue water typically includes unmetered use (e.g. main flushing, firefighting), meter error, and leaks.
3. Landscaping irrigation demand and spa and pool use is estimated using the 1.4 AFY provided by the applicant (Susan Decarli [City of Paso Robles] email to Kate White [Todd Groundwater], August 30, 2016) for the original Hyatt Place project site. 1.4 AFY increased to 2.0 AFY to account for the proposed terraced landscaping on the north end of the site.

As shown in Table 15, the proposed 133-room Hyatt Place hotel and landscaping would result in new demand of 23.60 AFY on City-supplied potable water sources.

In general, to determine water supply sufficiency, water supply assessments must include a comparison of supply and demand during normal, single dry and multiple dry years during a 20-year projection. Since the City supplies represent the water planned to supply projected demands, projected supply amounts are equal to projected demand amounts between 2020 and buildout (2045 or later). Historically, the City has been able to provide sufficient supplies to meet demand during normal, single-dry, and multiple-dry years periods. Historical annual pumping has not been greatly affected by drought. Although customer water use in drought years generally increases as a result of increased irrigation, water use in a drought year is assumed to be the same as a normal year due to water use restrictions that would limit additional water use, especially for landscape irritation. For these reasons, the amount of water supply available in times of drought is considered to be the same as that available during normal years, and within historical pumping volumes.

Water demand projections in the City's 2015 UWMP were developed using representative water demand factors, anticipated future conservation and projected water savings, and City General Plan growth assumptions and buildout conditions. Project water demands are included in these projections.

Therefore, the project is also included in the projected supply based on demand. Because the project is included in the City's planning forecast and service projections, it is assumed within the capacity of City facilities. Additionally, as a condition of project approval the applicant must prepare and submit a composite utility plan that shows water lines and is signed by a representative of the City's Water Division, as well as water distribution plans that identify the locations of all services, gate valves, air vacuum release valves, blow-offs and fire hydrants and are approved by the City Engineer. As such, the project itself would not require or result in the construction of new water facilities or expansion of existing facilities that would cause significant environmental effects. Impacts would be less than significant.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	☐	☒	☐	☐

Discussion:

See (a) above. With implementation of Mitigation Measures UTIL-1, impacts would be less than significant with mitigation incorporated.

f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion (f-g):

Based on the CalRecycle waste generation rate of 1.31 tons per guest room per year for Hotels and Lodging uses, the proposed 133-room Hyatt Place hotel would generate approximately 174 tons of solid waste per year or approximately 0.48 tons per day. The City currently disposes of approximately 32,600 tons of solid waste per year or an average of approximately 89 tons per day at the Paso Robles Landfill (City of Paso Robles 2010). As such, the project-generated waste would increase City waste disposal by less than one percent. Therefore, the project would not increase solid waste generation in the City to exceed the Paso Robles Landfill maximum permitted throughput of 450 tons of solid waste per day or remaining capacity of 3,582,599 cubic yards [remaining capacity date as of January 2017 per the Pacific Waste Services 2nd Quarter 2017 report for the Paso Robles Landfill (CalRecycle/PCW 2017)].

Further, in accordance with AB 341, construction of the project would divert a minimum of 50 percent of construction waste from landfills, which would reduce potential impacts to the Paso Robles Landfill. As the project would be required to adhere to all federal, state, and local regulations pertaining to solid waste disposal, and would be adequately served by the Paso Robles landfill, impacts would be less than significant.

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

XIV. 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:

The project site has undergone grading and maintenance activities and no naturally occurring habitat or special status species are present on the site. Therefore, implementation of this project would have less than significant effects on the quality of the environment, habitat of fish and wildlife, fish and wildlife populations, plant or animal communities, and/or the range of endangered species. As scattered mature trees exist on-site, Mitigation Measure BIO-1 has been developed to ensure that potential nesting birds on-site are identified and avoided, such that impacts would be less than significant.

Although the likelihood of encountering cultural or archeological resources, unique paleontological or geologic features, or human remains on the project site is minimal, the potential for encountering such resources during project construction would remain. The incorporation of Mitigation Measures CR-1(a) through CR-1(c) would ensure that any cultural resources identified on-site would be properly handled, and that residual impacts would be less than significant. With the incorporation of mitigation measures discussed above, there is no potential for the project to eliminate important examples of major periods of California history or prehistory, and impacts would be less than significant.

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

Discussion:

As discussed in this Initial Study, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation, with respect to all environmental issues. As discussed in Section III, *Air Quality*, the project would not exceed SLOAPCD thresholds. The project would have no adverse long-term environmental impacts and, therefore, would not contribute to cumulative environmental changes that may occur due to planned and pending development.

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

Discussion:

Effects on human beings are generally associated with impacts related to such issue areas as air quality, geology and soils, noise, traffic safety, and hazards. As discussed in this Initial Study,

implementation of the project would result in potential environmental impacts with respect to air quality, noise, and traffic safety. As discussed in Section III, *Air Quality,* the project would not generate air quality pollutants above SLOAPCD thresholds. As discussed in Section XVI, *Transportation/Traffic,* Mitigation Measures T-1(a) and T-1(b) would reduce potential traffic safety hazards on Theatre Drive. Additionally, Mitigation Measures N-1(a) through N-1(c) would minimize project-generation of excessive noise levels above applicable City standards, and would reduce impacts to a less than significant level. With implementation of the required mitigation measures, the project would not cause substantial adverse effects on human beings, either directly or indirectly, and impacts would be less than significant.

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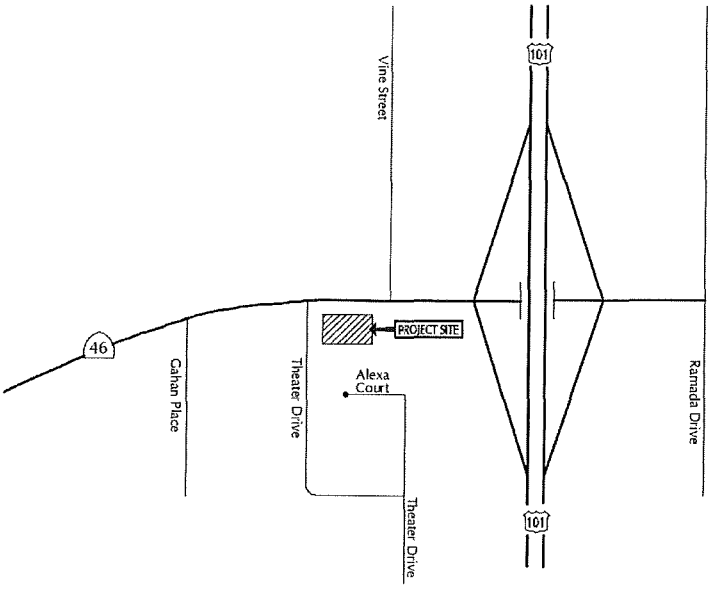
EARLIER ANALYSIS AND BACKGROUND MATERIALS

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration (Section 15063 (c)(3)(D)). Earlier Documents that may have been used in this analysis and background/explanatory Materials are as follows:

Document Title	Available for Review at:
City of Paso Robles General Plan (2003)	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446
City of Paso Robles Housing Element (2014)	Same as above
City of Paso Robles Environmental Impact Report for General Plan Update (2011)	Same as above
Airport Land Use Plan for the Paso Robles Municipal Airport (2007)	Same as above
City of Paso Robles Municipal Code, including Zoning Code and Oak Tree Preservation Ordinance	Same as above
City of Paso Robles Urban Water Management Plan (2015)	Same as above
City of Paso Robles Sewer Master Plan (2007)	Same as above
City of Paso Robles Standard Conditions of Approval for New Development	Same as above
City of El Paso de Robles Bike Master Plan (2009)	Same as above
City of Paso Robles Stormwater Technical Guide (2016)	Same as above
San Luis Obispo County Air Pollution Control District CEQA Air Quality Handbook (2012)	SLOAPCD 3433 Roberto Court San Luis Obispo, CA 93401

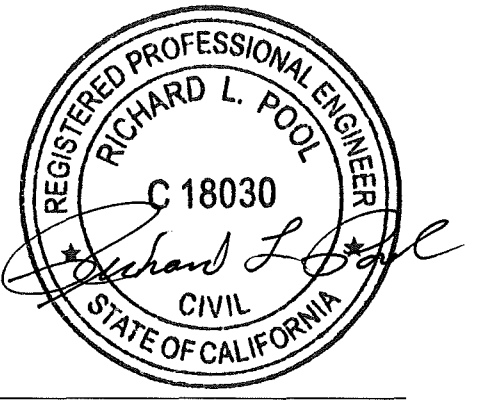
HYATT PLACE HOTEL PROJECT
CITY OF PASO ROBLES, CALIFORNIA

TRAFFIC AND CIRCULATION STUDY



January 8, 2018 **ATE #16029**

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



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January 8, 2018 16029R02

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1000 Spring Street
Paso Robles, CA 93446

TRAFFIC AND CIRCULATION STUDY FOR THE HYATT PLACE HOTEL PROJECT, CITY OF PASO ROBLES, CALIFORNIA

Associated Transportation Engineers (ATE) has prepared the following traffic and circulation study for the Hyatt Place Hotel 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

REGISTERED PROFESSIONAL ENGINEER
RICHARD L. POOL
C 18030
CIVIL
STATE OF CALIFORNIA

CONTENTS

CONTENTS

TABLES

FIGURES

INTRODUCTION

Associated Transportation Engineers (ATE) has prepared the following traffic and circulation study for the Hyatt Place 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 southeast corner of the SR 46W/Theatre Drive intersection 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 Hyatt Place Hotel with 133 rooms and a 2,500 SF commercial building that is anticipated to be developed as a restaurant in the future. Figure 2 shows the Project site plan. As shown on Figure 2, access to the site is proposed via two new driveway connections to Theatre Drive.

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.

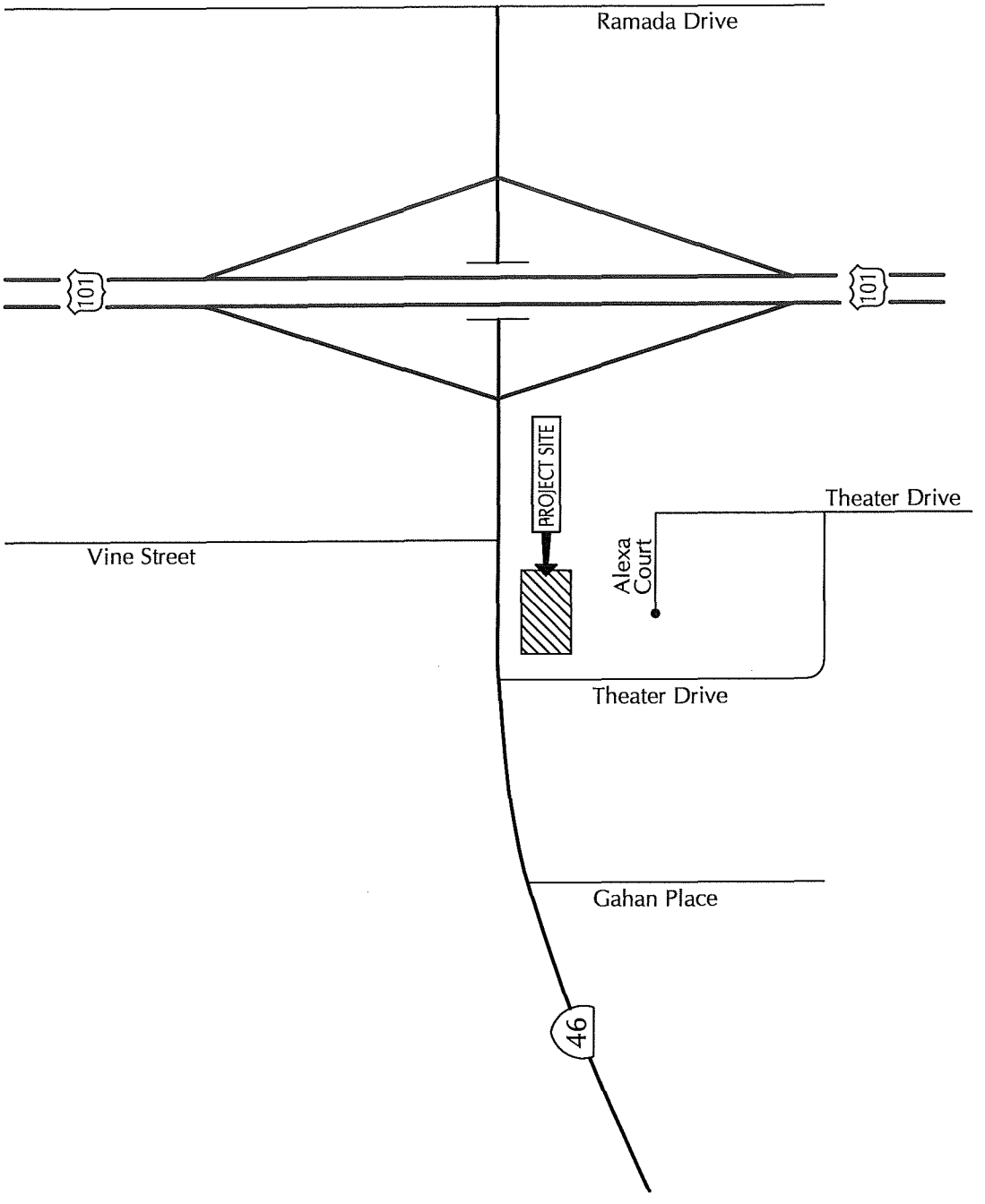

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FIGURE 1

EKM - ATE#16029.01

PROJECT SITE LOCATION

Associated Transportation Engineers

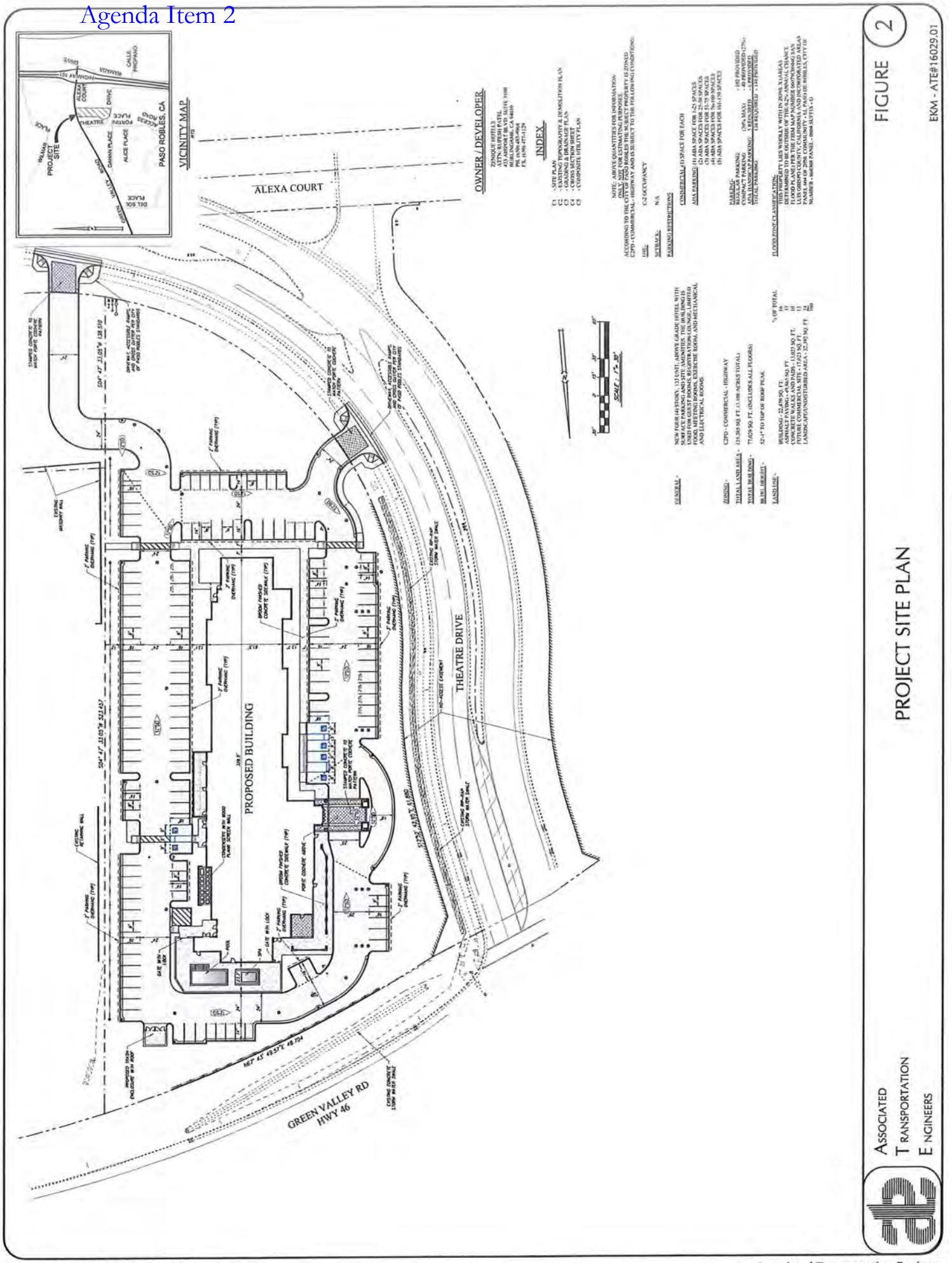
VICINITY MAP
PROJECT SITE
PASO ROBLES, CA
ALEXA COURT
OWNER / DEVELOPER
INDEX
PROPOSED BUILDING
THEATRE DRIVE
GREEN VALLEY RD
HWY 46
PROJECT SITE PLAN
FIGURE 2
ASSOCIATED TRANSPORTATION ENGINEERS
EKM - ATE#16029.01

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.

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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 Element[4] 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.

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.

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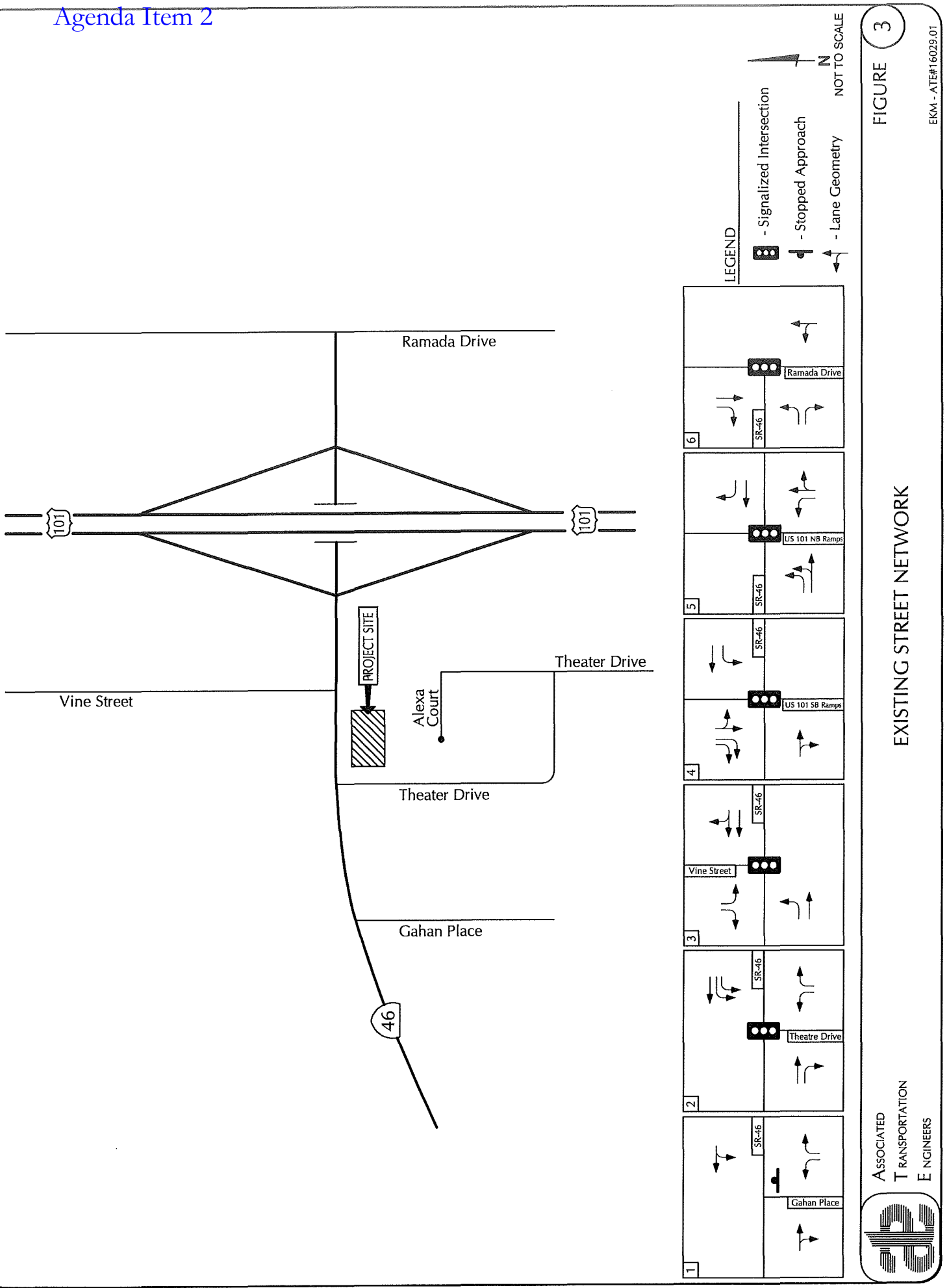
[4] City of Paso Robles General Plan 2011 Circulation Element, Fehr & Peers, February 2011.


Ramada Drive
101
101
PROJECT SITE
Theater Drive
Alexa Court
Vine Street
Theater Drive
Gahan Place
46
LEGEND
- Signalized Intersection
- Stopped Approach
- Lane Geometry
N
NOT TO SCALE
FIGURE 3
EKM - ATE#16029.01
EXISTING STREET NETWORK
Ramada Drive
SR-46
US 101 NB Ramps
US 101 SB Ramps
Vine Street
Theatre Drive
Gahan Place
ASSOCIATED TRANSPORTATION ENGINEERS

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 are illustrated on Figure 5. Existing AM and PM peak hour bicycle volumes are illustrated on Figure 6.

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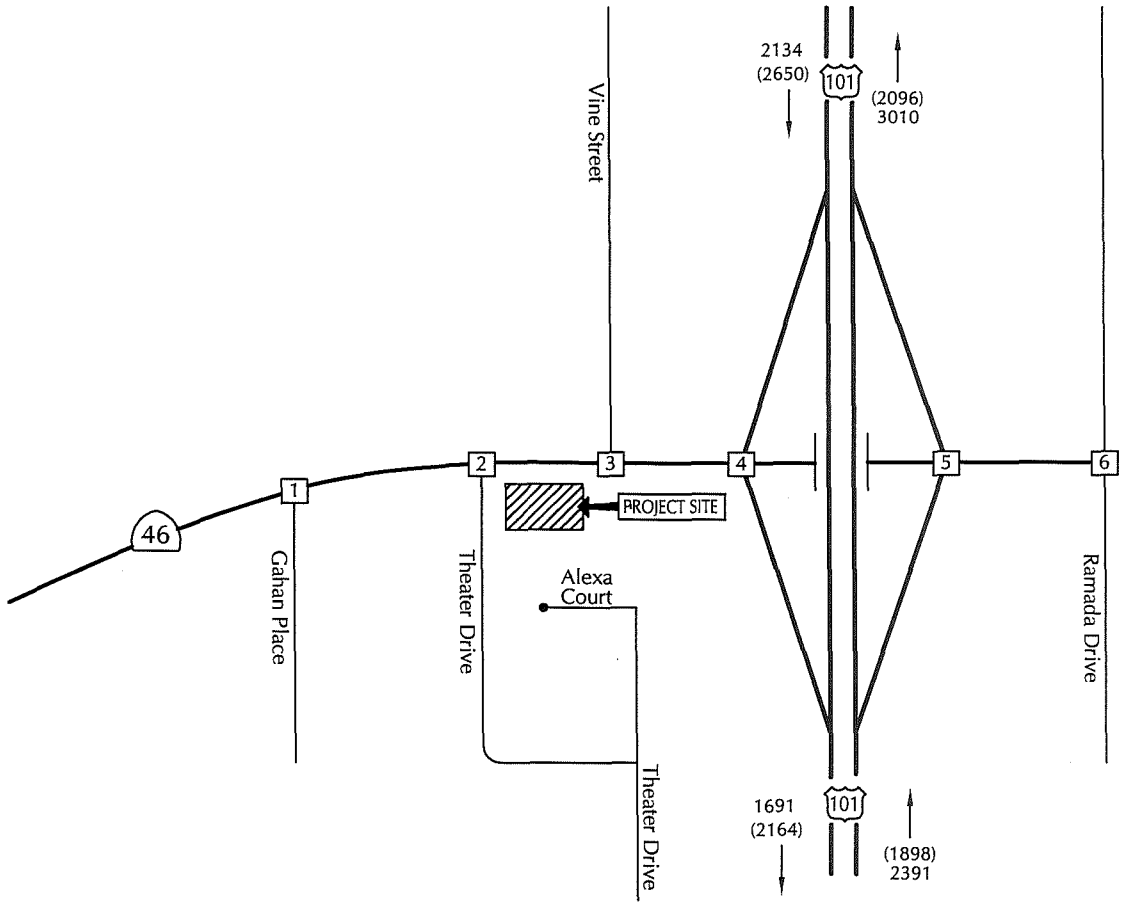
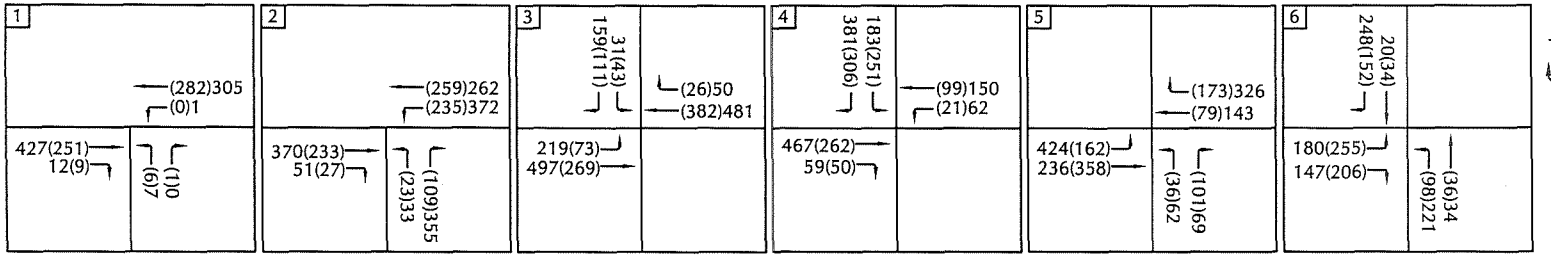
[5] Highway Capacity Manual, Transportation Research Board, 2016.





LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

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ASSOCIATED
TRANSPORTATION
ENGINEERS

EXISTING TRAFFIC VOLUMES

FIGURE 4

EKM - ATE#16029.01

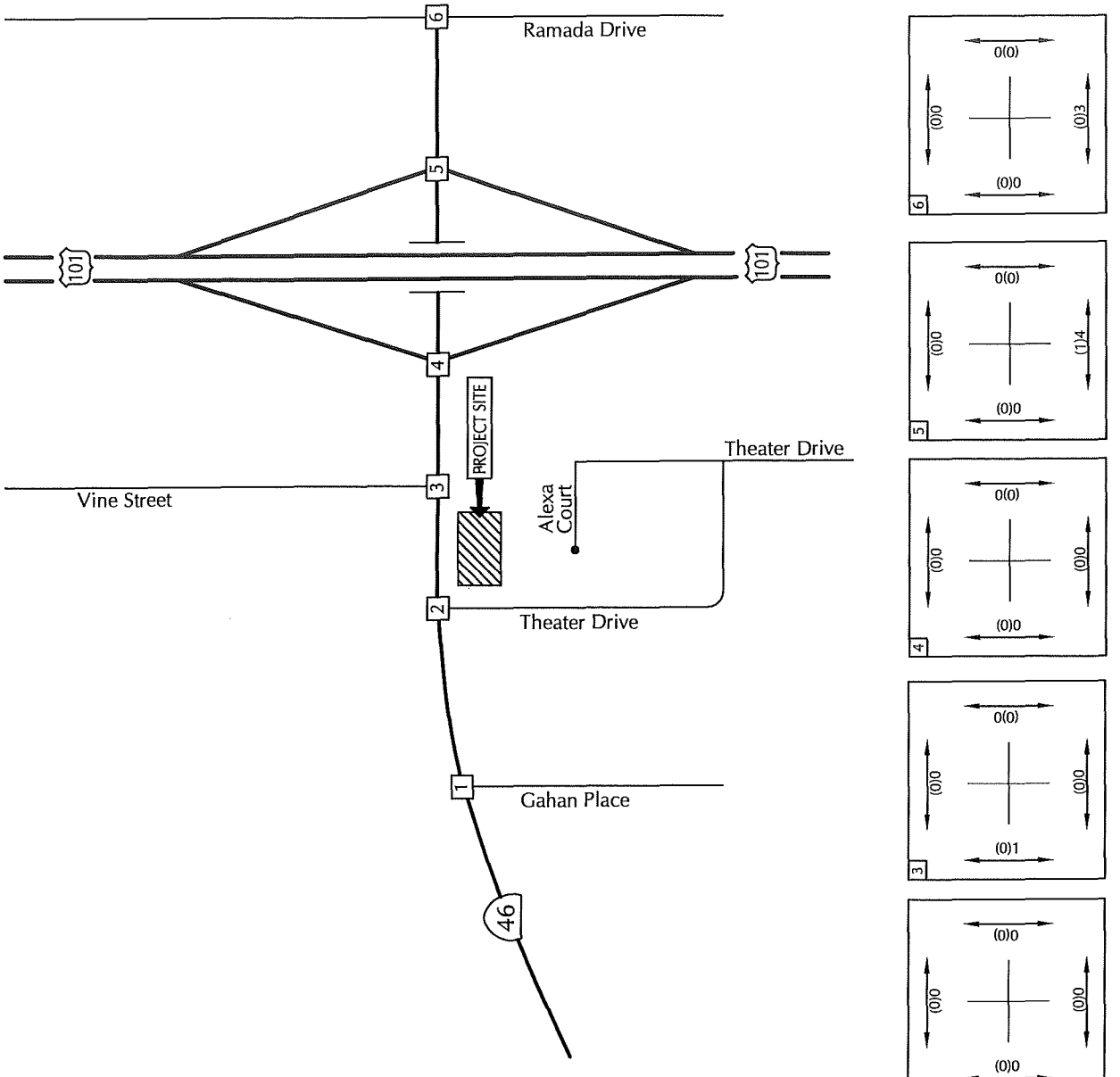
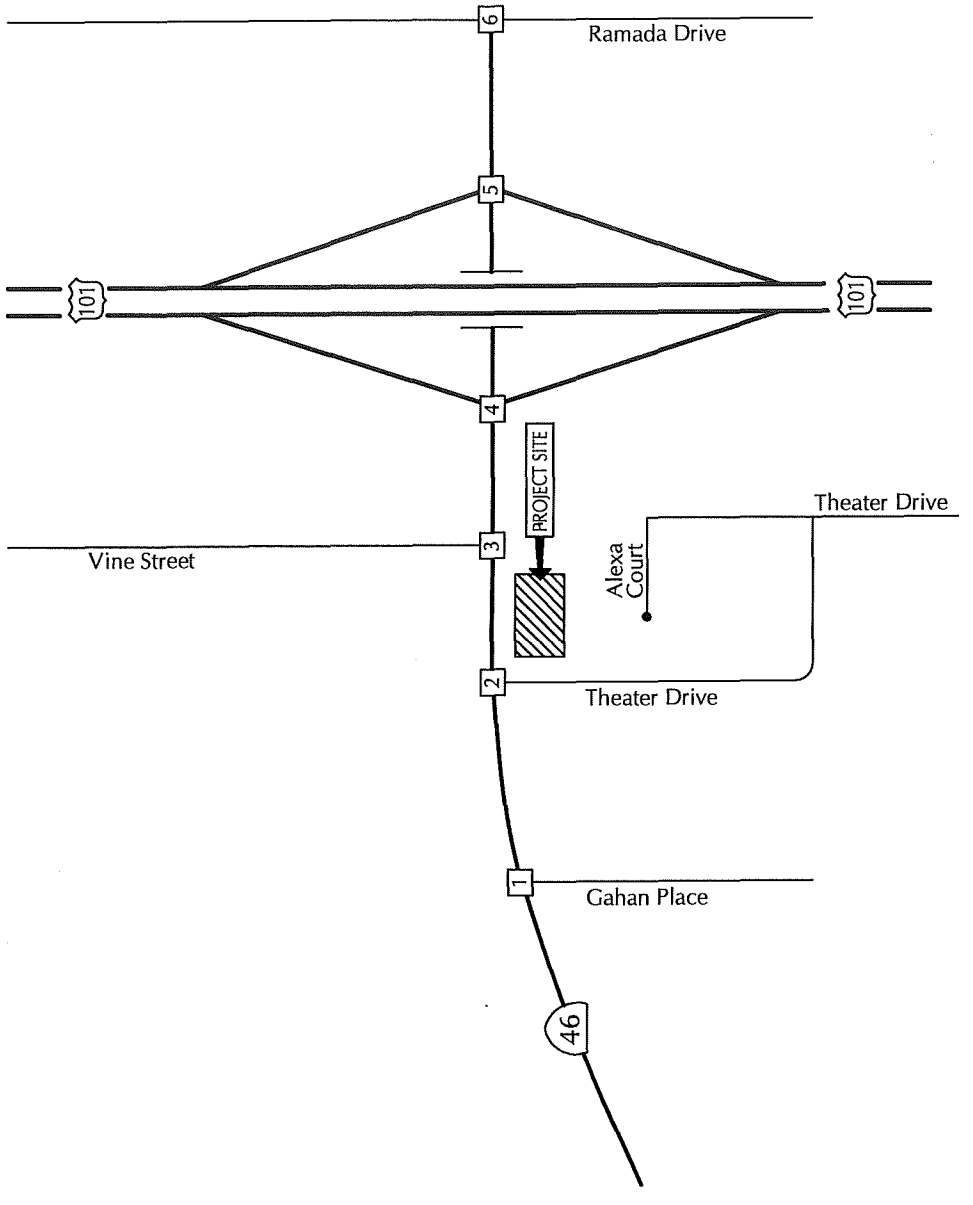


FIGURE 5

EXISTING PEDESTRIAN VOLUMES

EKM - ATE#16029.01

ASSOCIATED TRANSPORTATION ENGINEERS



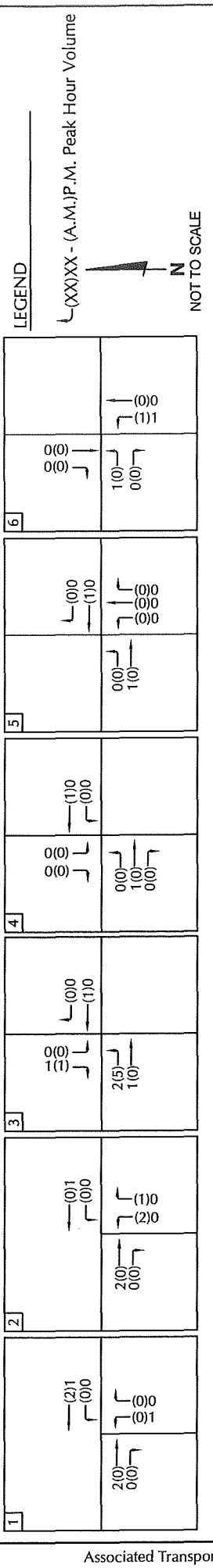


FIGURE 6

EXISTING BICYCLE VOLUMES

EKM - ATE#16029.01

ASSOCIATED TRANSPORTATION ENGINEERS

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 analyses. 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) and High-Turnover Sit-Down Restaurant(Land Use Code 932) rates provided in the Institute of Transportation Engineers' *"Trip Generation"* manual.[6] The trip generation estimates assume that 20% of the restaurant trips would be to/from the adjacent hotel. 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, 10th Edition, 2017.

Table 5
Project Trip Generation

Land Use	Size	Multi-Trip Factor	Daily		AM Peak Hour		PM Peak Hour	
			Rate	Trips	Rate	Trips	Rate	Trips
Hotel(a)	133 Rooms	1.00	8.36	1,112	0.47	63	0.60	80
Restaurant(b)	2.5 KSF	0.80	112.18	224	9.94	20	9.77	20
Totals				**1,336**		**83**		**100**

(a) Trip generation calculated using ITE Hotel rates (Land Use Code 310).
(b) Trip generation calculated using ITE High-Turnover Sit-Down Restaurants rates (Land Use Code 932).

As shown in Table 5, the Project would generate 1,336 average daily trips (ADT), with 83 trips occurring during the AM peak hour and 100 trips occurring during the PM peak hour.

Trip Type Breakdown

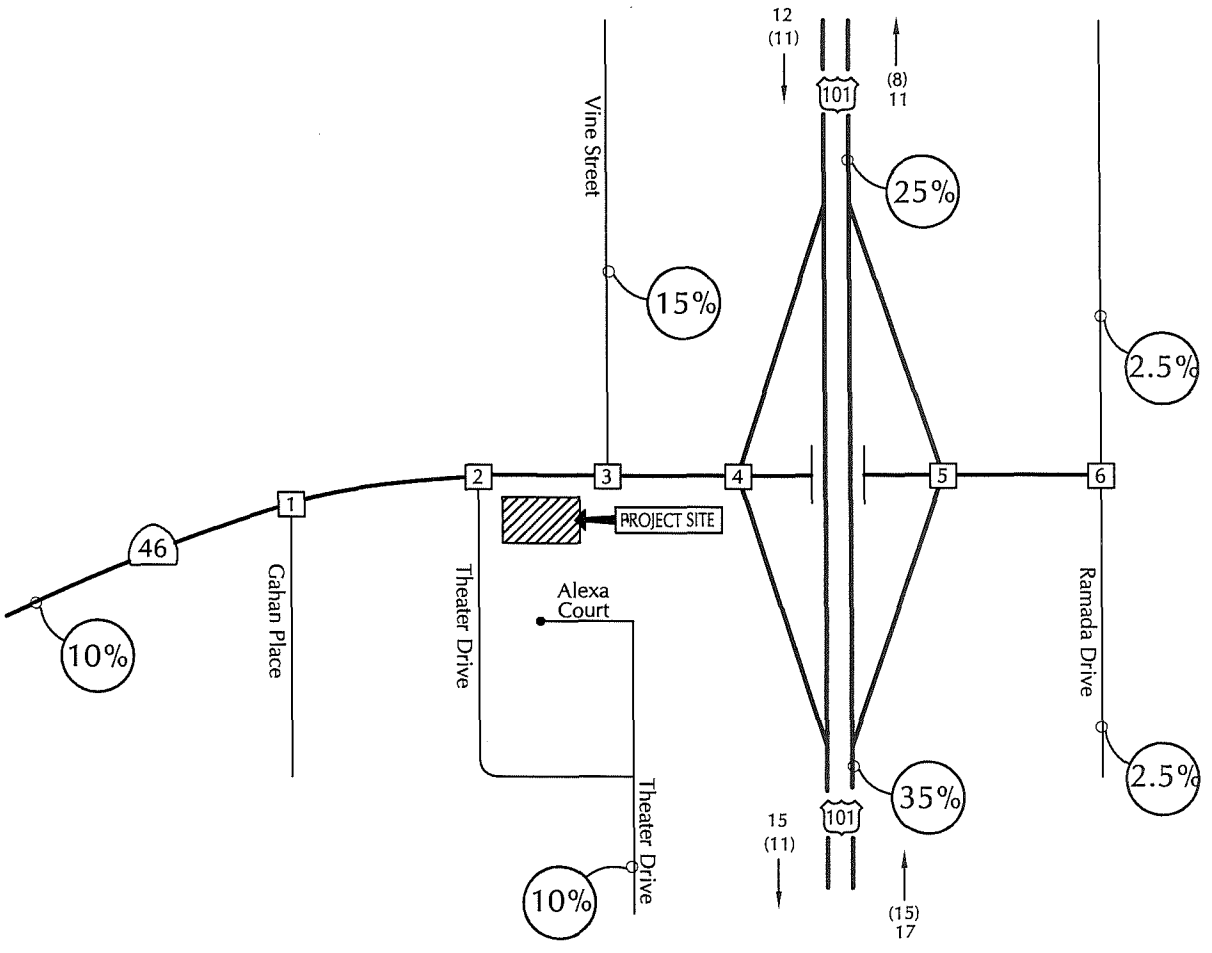
For high-turnover restaurants, the ITE Trip Generation manual shows that 57% of the trips will be "Primary" trips and 43% of the trips will be "Pass-By" trips. Primary trips are trips that are new to the adjacent street network and Pass-By trips would come from the existing traffic on Theatre Drive. To be conservative, the analysis assumes that 60% of the restaurant trips will be Primary trips and 40% of the restaurant trips will be Pass-By trips.

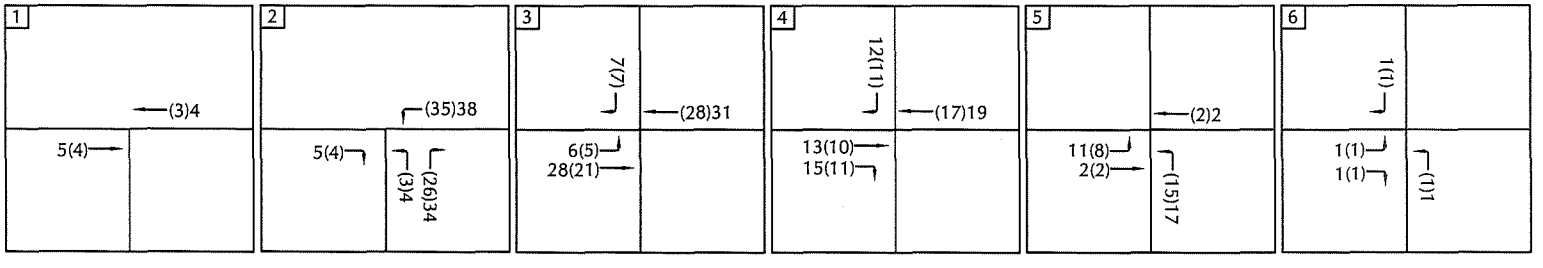
Project Trip Distribution

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%**





LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

N

NOT TO SCALE

ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 7

EKM - ATE#16029.01

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.

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	18.4	LOS C	25.1	LOS C	NO
Southbound	23.9	LOS C	17.1	LOS B	NO
US 101 - South of SR 46W					
Northbound	16.7	LOS B	19.3	LOS C	NO
Southbound	19.0	LOS C	13.6	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.

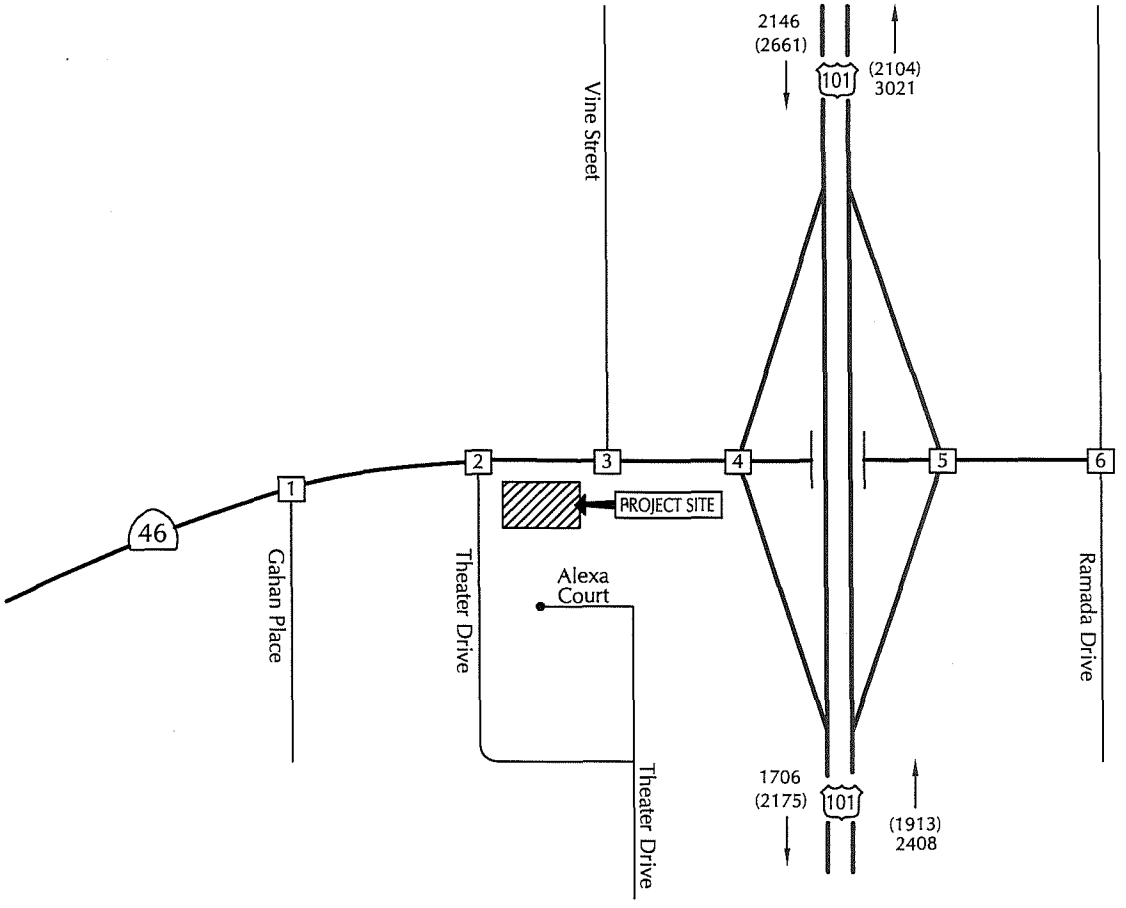
Existing + Project Intersection Operations

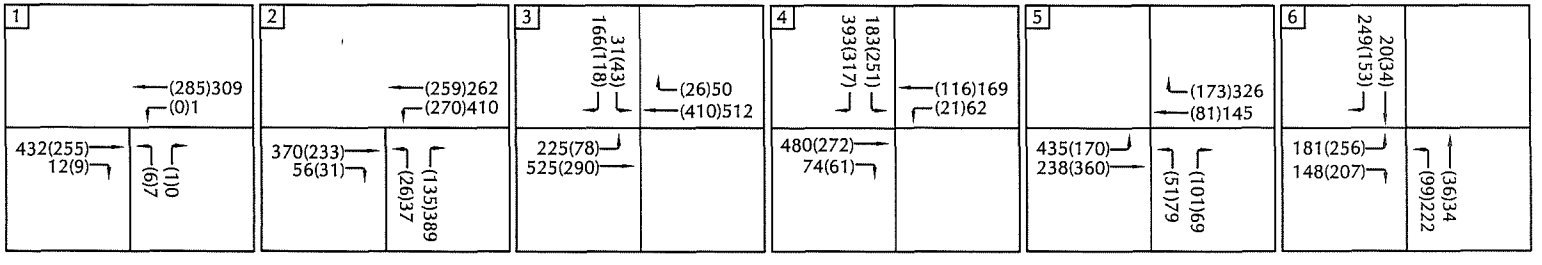
The Existing + Project level of service forecasts for the study-area intersections are shown in Table 8. As shown, the study-area intersections are forecast to operate at LOS C or better with Existing + Project traffic, which meet the Caltrans LOS C standard. Thus, the Project would not significantly impact the study-area intersections under Existing + Project conditions.

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	17.4 Sec./LOS C	NO
SR 46W/Theatre Dr	10.3 Sec./LOS B	13.6 Sec./LOS B	NO
SR 46W/US 101 SB(b) SR 46W/Vine St(b)	24.3 Sec./LOS C	30.1 Sec./LOS C	NO
SR 46W/US 101 NB(c) SR 46W/Ramada Dr(c)	24.3 Sec./LOS C	29.9 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.





LEGEND

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

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NOT TO SCALE

ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 8

EKM - ATE#16029.01

SITE ACCESS AND CIRCULATION

Access to the Project site is proposed via two new driveway connections to Theatre Drive (see Figure 2 – Project Site Plan). A raised median is located on Theatre Drive adjacent to the northern driveway which limits driveway access to right turns only (inbound right turns and outbound right turns). The southern driveway is located opposite of the main access driveway for the Target Shopping Center – thereby creating a standard four-way intersection.

Review of the site access system found that it would accommodate traffic entering and exiting the site without causing delays or safety issues. There would be total of 83 vehicles using the driveways during the AM peak hour and 100 vehicles using the driveways during the PM peak hour. These low volumes represent LOS A-B operations. It is recommended that the signage be placed at the northern driveway to inform drivers outbound from the Project site that right turns only are allowed. Also, it is recommended that the raised median located on Theatre Drive be modified to create a left-turn pocket for turning into the Project site from southbound Theatre Drive.

CUMULATIVE ANALYSIS

Traffic Forecasts

Cumulative traffic volumes were forecast using a list of approved and pending projects provided by City staff (see cumulative project in the Technical Appendix). 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 Alexa Court Hotel Project proposed on Alexa Court. Traffic generated by these two projects was distributed and assigned to the study-area street network based on the traffic study prepared for each project. 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.[7]

[7] Transportation Impact Analysis Guidelines, Final Report, Fehr & Peers, July 2013.

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.

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

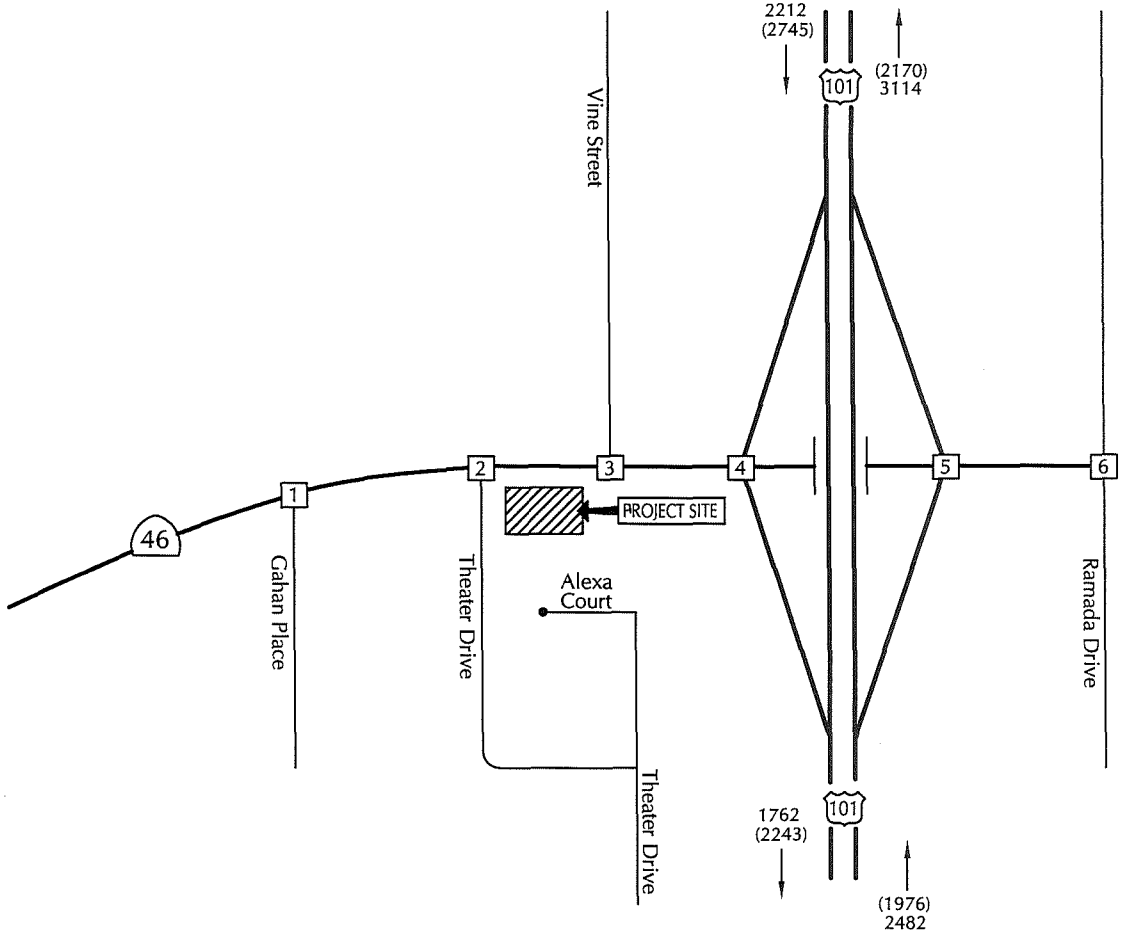
Segment/Direction	Density/LOS(a)				Impact?
	AM Peak Hour		PM Peak Hour		
	Cumulative	Cumulative + Project	Cumulative	Cumulative + Project	
US 101 - North of SR 46W					
Northbound	19.0/LOS C	19.1/LOS C	26.1/LOS D	26.3/LOS D	NO
Southbound	24.9/LOS C	25.0/LOS C	17.7/LOS B	17.7/LOS B	
US 101 - South of SR 46W					
Northbound	17.2/LOS B	17.4/LOS B	19.9/LOS C	20.1/LOS C	NO
Southbound	19.7/LOS C	19.8/LOS C	14.1/LOS B	14.2/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.



1	2	3	4	5	6
(295)320	(271)275	60(66)	188(259)		21(35)
(0)1	(256)398	176(124)	406(330)	(178)336	257(159)
445(265)	385(245)	(59)81	(127)178	(85)151	
12(9)	54(29)	(401)503	(22)64		
(1)0	(123)379	235(86)	496(282)	451(178)	186(264)
(6)7	(25)35	519(282)	81(67)	244(370)	151(212)
				(104)71	(37)35
				(58)83	(103)231

LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

N

NOT TO SCALE

ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE TRAFFIC VOLUMES

FIGURE 9

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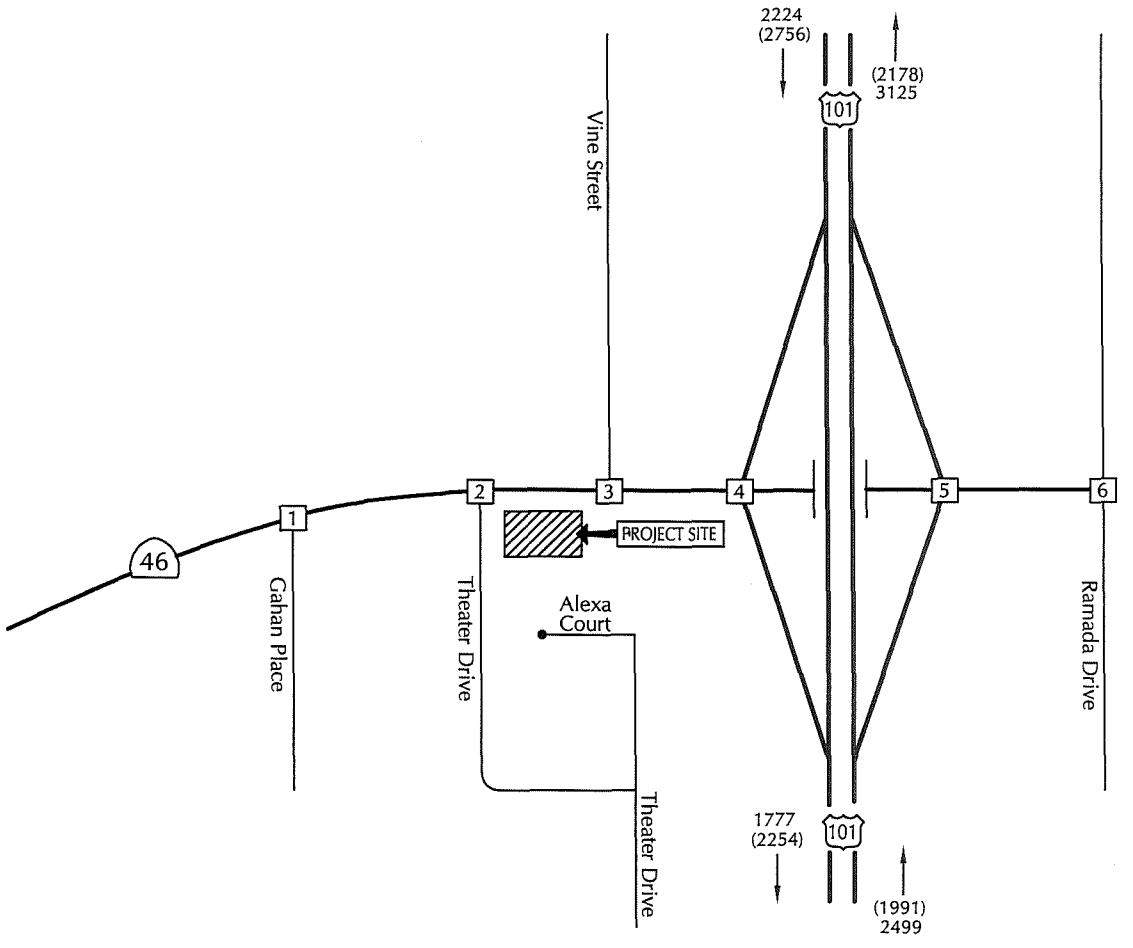
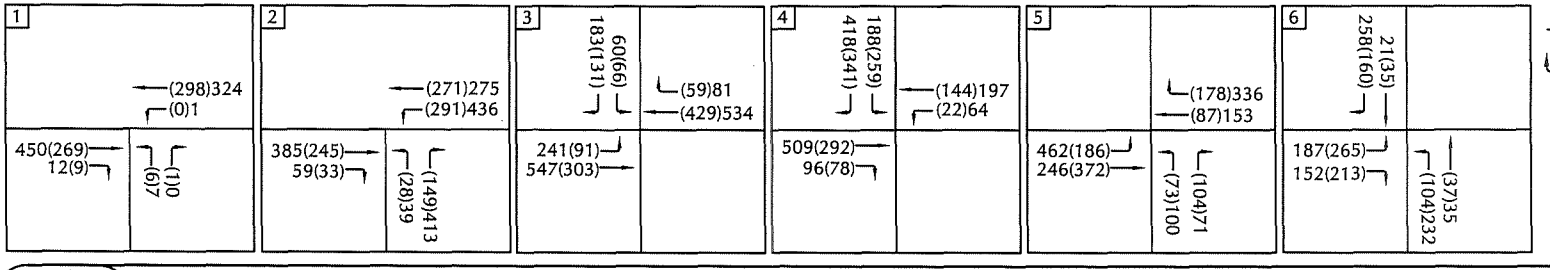




LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

N

NOT TO SCALE

ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 10

EKM - ATE#16029.01

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	9.9 Sec./LOS A	10.3 Sec./LOS B	13.5 Sec./LOS B	14.0 Sec./LOS B	NO
SR 46W/US 101 SB(b) SR 46W/Vine St(b)	25.0 Sec./LOS C	25.5 Sec./LOS C	30.6 Sec./LOS C	30.9 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	29.9 Sec./LOS C	29.7 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.

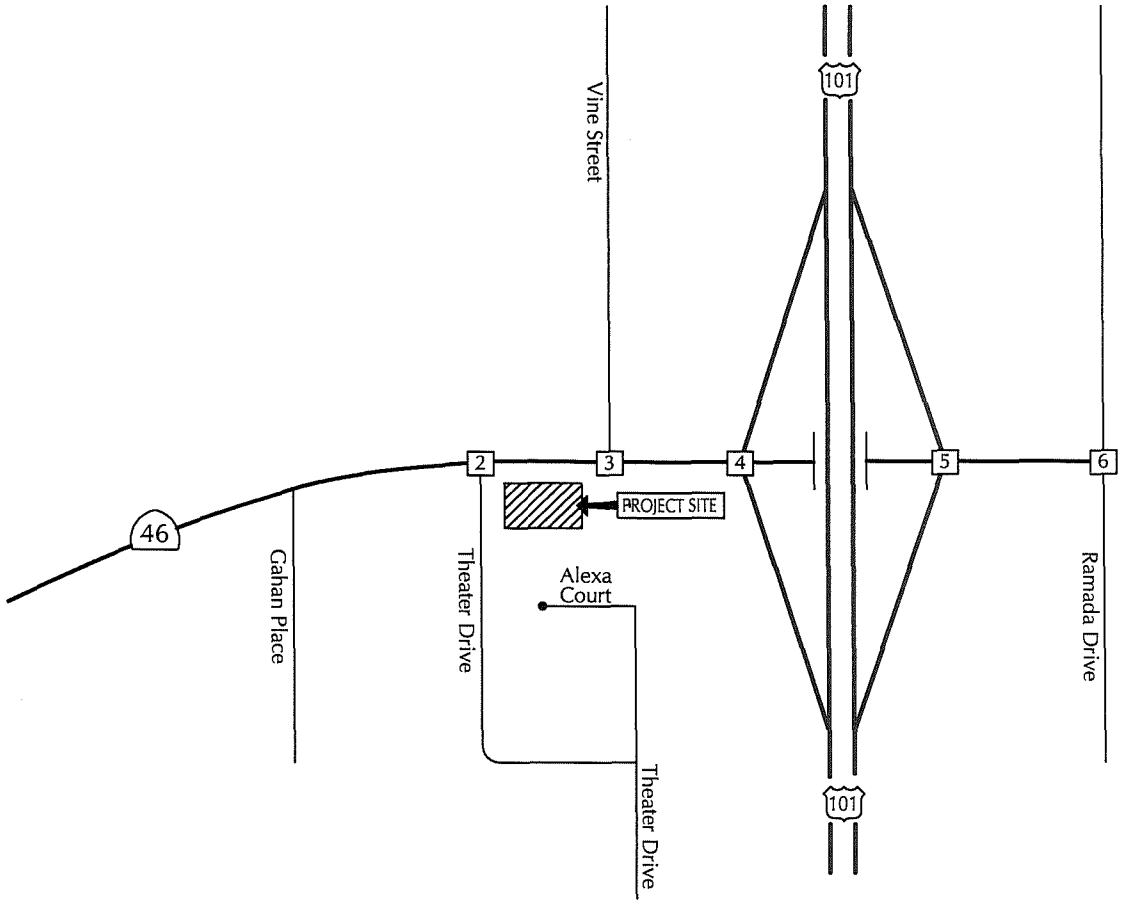
As shown in Table 10, the study-area intersections are forecast to operate at LOS C or better under Cumulative and Cumulative + Project conditions, which meet the Caltrans LOS C standard. Thus, the Project would not contribute to significant cumulative impacts to the study-area intersections.

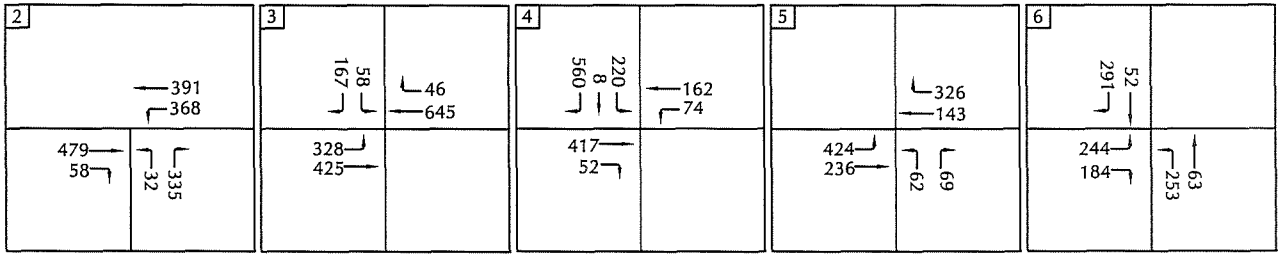
PEAK SUMMER FRIDAY ANALYSIS

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 for the following analyses (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), pedestrians, 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.





LEGEND

└XX - PM Peak Hour Volume

N

NOT TO SCALE

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EXISTING PEAK SUMMER FRIDAY TRAFFIC VOLUMES

FIGURE 11

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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.

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	13.1 Sec./LOS B	13.4 Sec./LOS B
SR 46W/US 101 SB(b) SR 46W/Vine St(b)	Signal	29.2 Sec./LOS C	32.5 Sec./LOS C
SR 46W/US 101 NB(c) SR 46W/Ramada Dr(c)	Signal	29.4 Sec./LOS C	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.

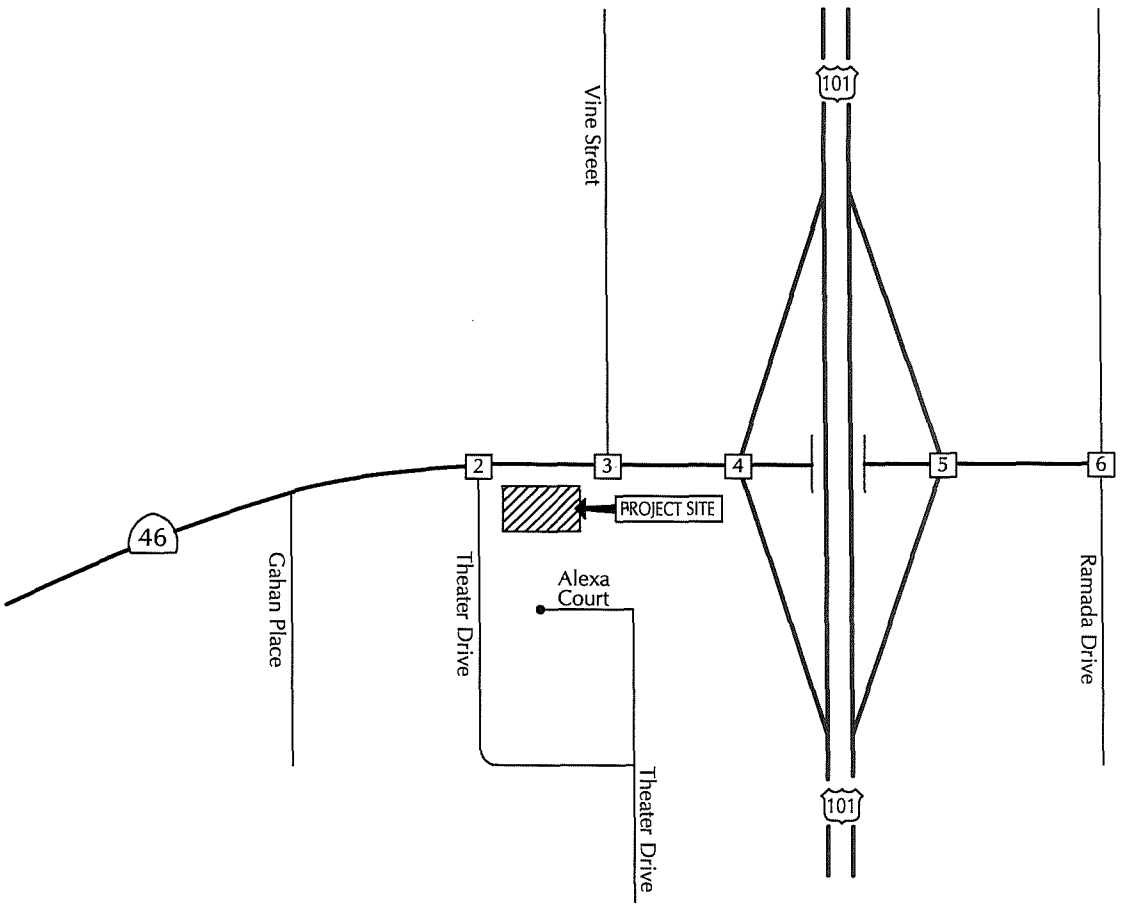
As shown in Table 11, the study-area intersections operate at LOS C or better during the Peak Summer Friday peak hour period, which meet the Caltrans LOS C standard. Although the traffic volumes are higher during the Peak Summer Friday afternoon peak hour than during the Weekday PM peak hour, the levels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

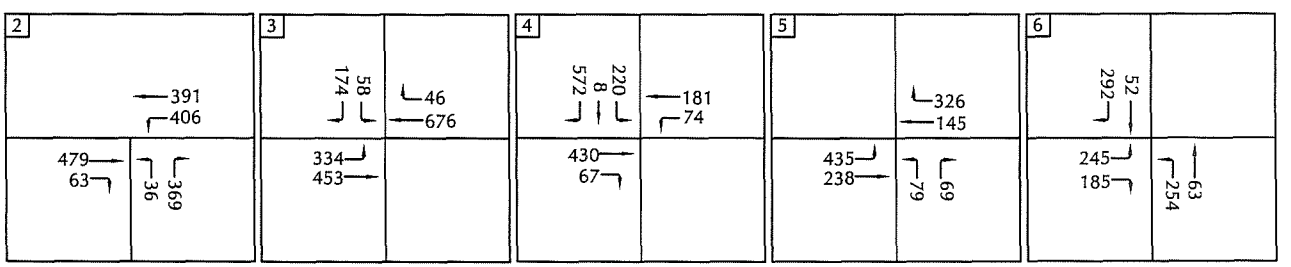
Traffic generated by the proposed Hyatt Place Hotel Project was added to the Existing Peak Summer Friday peak hour volumes to assess potential project-generated impacts during the Peak Summer Friday peak hour time period. Figure 12 shows the Existing + Project Peak Summer Friday traffic volumes. Table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

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

Intersection	Control	Delay Per Vehicle/LOS(a)
SR 46W/Theatre Dr	Signal	13.9 Sec./LOS B
SR 46W/US 101 SB(b) SR 46W/Vine St(b)	Signal	33.3 Sec./LOS C
SR 46W/US 101 NB(c) SR 46W/Ramada Dr(c)	Signal	31.5 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.





LEGEND

└XX - PM Peak Hour Volume

N

NOT TO SCALE

ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING + PROJECT PEAK SUMMER FRIDAY TRAFFIC VOLUMES

FIGURE 12

EKM - ATE#16029.01

A queueing analysis was also prepared for signalized intersections along SR 46W during 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 to progress traffic through the 2 sides of the interchange). 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 to progress traffic through the 2 sides of the interchange). 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 (damaging queues include 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) during the peak hour period. The 95th percentile peak queue forecasts were used for the analysis (queue forecast worksheets are included in the Technical Appendix 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	240 Feet	Unlimited	No
SR 46 EB Right Turn	20 Feet	20 Feet	175 Feet	No
SR 46 WB Left Turn(c)	105 Feet	130 Feet	350 Feet	No
SR 46 WB Thru	100 Feet	105 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	260 Feet	440 Feet	No
SR 46 EB Thru	305 Feet	325 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	260 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	90 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 signalized intersections along 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 in August 2017 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), pedestrians, and bikes traversing the intersections.

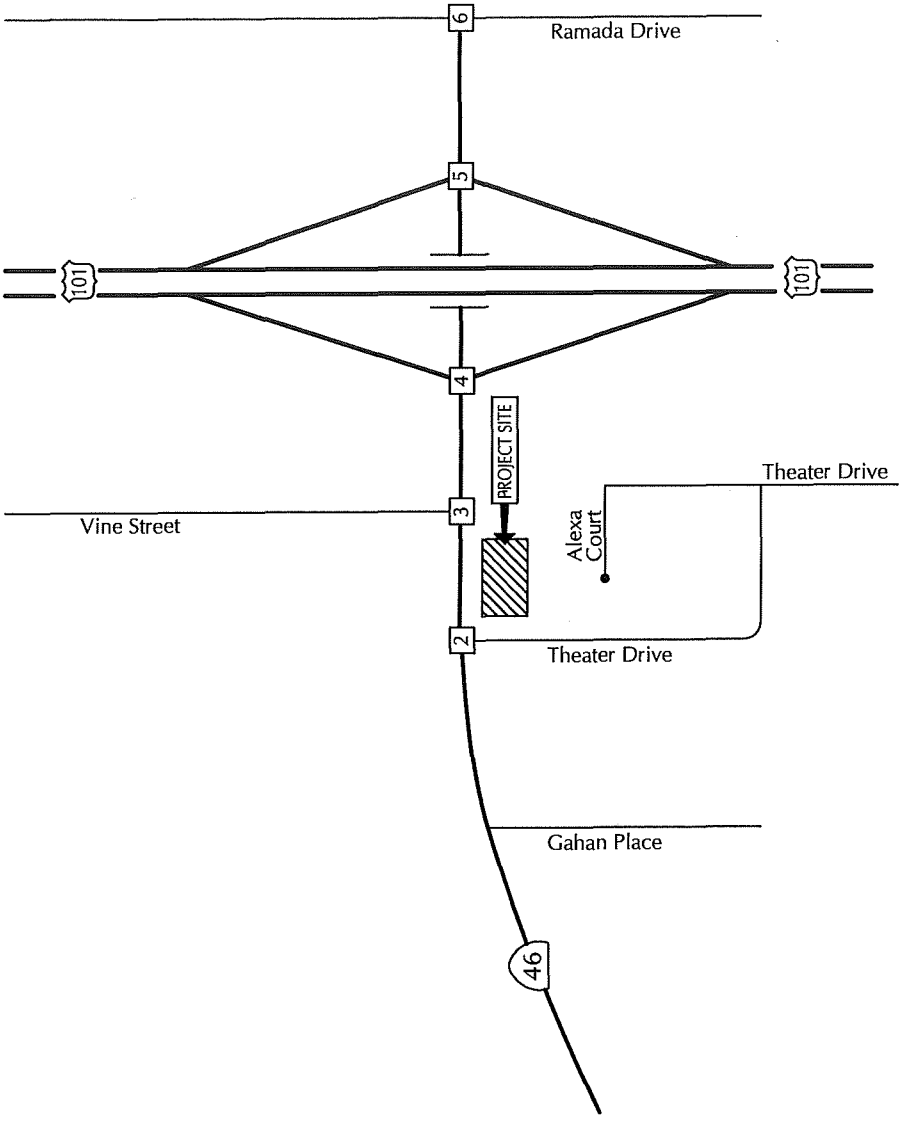
Figure 13 illustrates the Peak Summer Sunday traffic volumes. The Peak Summer Sunday traffic counts show higher volumes on eastbound SR 46 when compared to the typical weekday PM peak hour period. The Peak Summer Sunday counts show low levels of pedestrian and bike activity. There were 0-1 pedestrians crossing the intersections and 1 bike 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 lists 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.



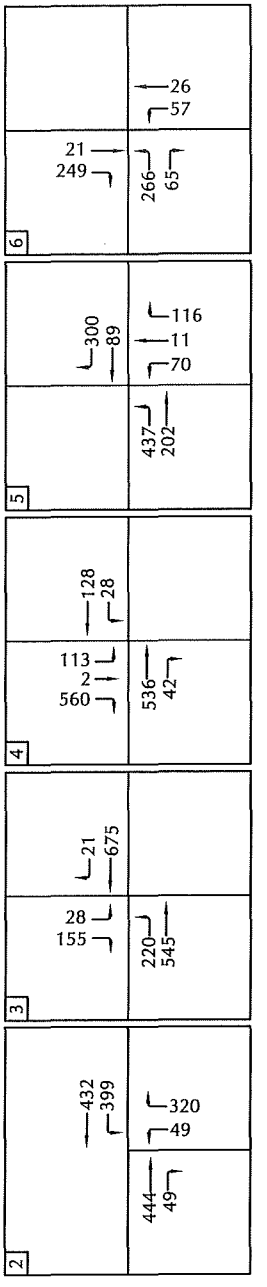


FIGURE 13

EXISTING PEAK SUMMER SUNDAY TRAFFIC VOLUMES

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ASSOCIATED TRANSPORTATION ENGINEERS

Traffic generated by the proposed Hyatt Place Hotel Project on Sundays was added to the Existing Peak Summer Sunday volumes to assess potential project-generated impacts during the Peak Summer Sunday period. Figure 14 shows the Existing + Project Peak Summer Sunday peak hour volumes. Table 17 lists the Existing + Project Peak Summer Sunday levels of service for the signalized intersections along the SR 46W corridor.

Table 17
Existing + Project Peak Summer Sunday Peak Hour Intersection Operations

Intersection	Control	Delay Per Vehicle/LOS(a)
SR 46W/Theatre Dr	Signal	14.2 Sec./LOS B
SR 46W/US 101 SB(b) SR 46W/Vine St(b)	Signal	35.0 Sec./LOS C
SR 46W/US 101 NB(c) SR 46W/Ramada Dr(c)	Signal	25.1 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 17, the study-area intersections are forecast to continue to operate at LOS C or better assuming the Existing + Project Peak Summer Sunday peak hour traffic volumes, which meet the Caltrans LOS C standard.

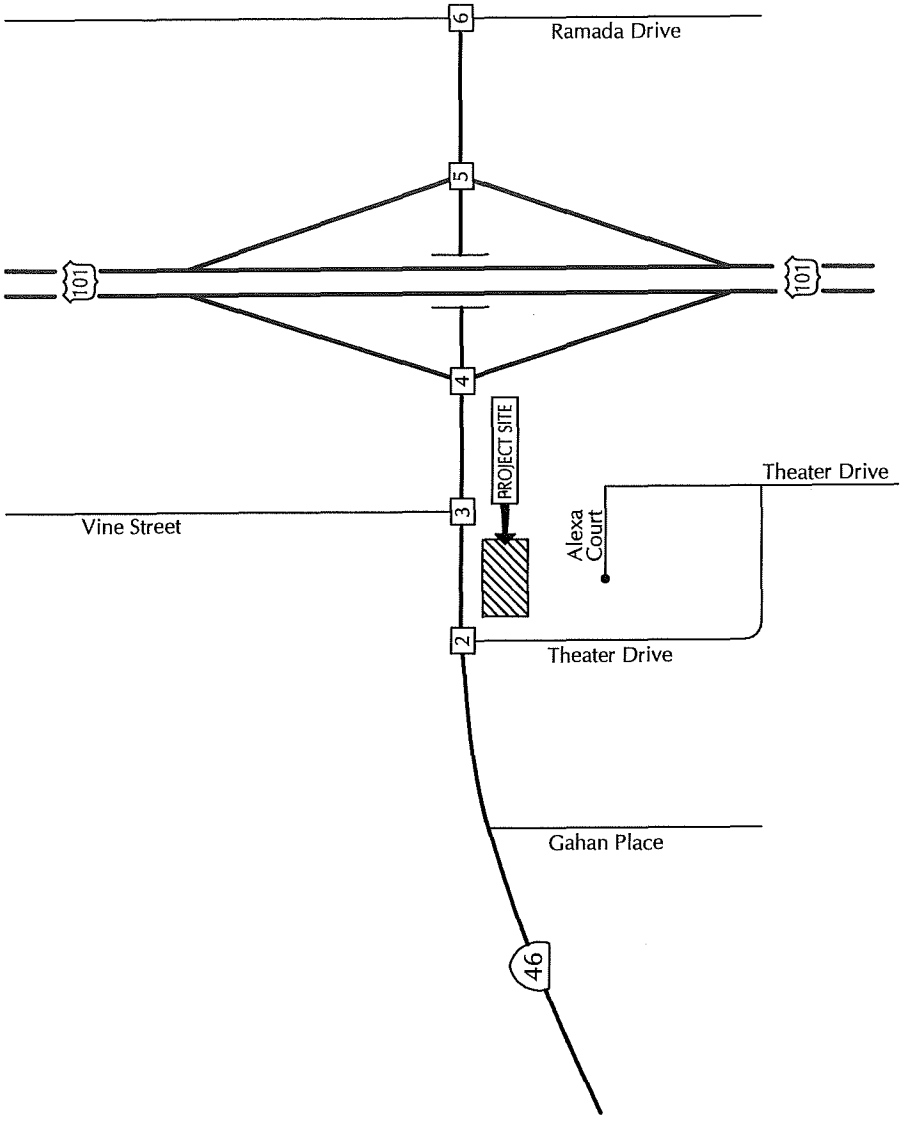
Queueing analyses were also prepared for SR 46W/Theatre Drive intersection and the SR 46W/US 101 interchange for the Peak Summer Sunday peak hour time period to determine if any "damaging" queues occur.

Table 18 lists the peak queue forecasts for the SR 46W/Theatre Drive intersection.

Table 18
SR 46W/Theatre Dr – Peak Summer Sunday Peak Hour Queue Forecasts

Movement	Peak Queue(a)		Storage Provided(b)	Queue Exceeds Storage?
	Existing Sunday	Existing + Project		
SR 46 EB Thru	220 Feet	270 Feet	Unlimited	No
SR 46 EB Right Turn	20 Feet	20 Feet	175 Feet	No
SR 46 WB Left Turn(c)	115 Feet	130 Feet	350 Feet	No
SR 46 WB Thru	105 Feet	120 Feet	900 Feet	No
Theatre NB Left Turn	40 Feet	45 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.



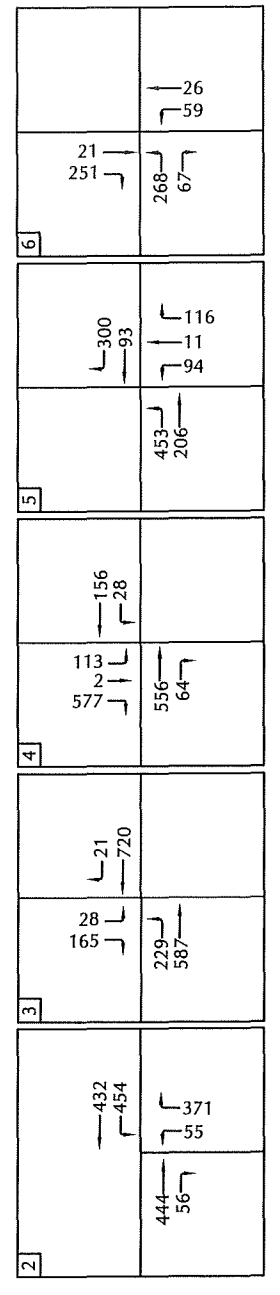


FIGURE 14

EXISTING + PROJECT PEAK SUMMER SUNDAY TRAFFIC VOLUMES

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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 forecasts a peak queue of 105-115 feet for the westbound SR 46 left turns, but the field observations found that the left-turn queue extended 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	455 Feet	885 Feet	No
Vine SB Left Turn	40 Feet	40 Feet	190 Feet	No
Vine SB Right Turn	60 Feet	65 Feet	Unlimited	No
US 101 SB Left Turn	95 Feet	95 Feet	400 Feet	No
US 101 SB Right Turn(c)	250 Feet	270 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 – less than the model and within the storage provided.

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	90 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. As shown, 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.

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.

Alternative Travel Modes

Many of the goals and policies in the City's new Circulation Element are intended to promote alternative travel modes, including walking, biking, and transit. The following text addresses pedestrian, bicycle, 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 weekday AM and PM peak hour periods (and lower on peak summer weekends). A sidewalk is provided along the south side of SR 46W for pedestrians walking along the SR 46W corridor. 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. Sidewalk is also present along the west side of Alexa Court and along the west side of Theatre Drive south of Alexa Court adjacent to the Target Shopping Center. Additional pedestrian facilities are not recommended based on the level of pedestrian activity and the presence of existing sidewalks.

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. Additional bike facilities are not recommended based on the presence of existing bike facilities adjacent to the Project site.

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 with the city. 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 SLORTA Route 9, which 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 users.

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 vehicle delays and 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.[8]

[8] 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	
		AM Peak Hour	PM Peak Hour
Main Street/Theatre Drive	Stop Sign		
Eastbound Main		7.8 Sec/LOS A	7.9 Sec/LOS A
Westbound Main		7.3 Sec/LOS A	7.3 Sec/LOS A
Northbound Theatre		8.9 Sec/LOS A	8.9 Sec/LOS A
Southbound Theatre		12.0 Sec/LOS B	15.0 Sec/LOS B
Intersection LOS		**11.8 Sec/LOS B**	**14.6 Sec/LOS B**
Main Street/US 101 SB	Stop Sign		
Westbound Main		8.1 Sec/LOS A	8.9 Sec/LOS A
Southbound Off-Ramp		16.1 Sec/LOS C	30.5 Sec/LOS D
Intersection LOS		**11.4 Sec/LOS B**	**15.5 Sec/LOS C**
Main Street/US 101 NB	Stop Sign		
Eastbound Main		8.1 Sec/LOS A	8.4 Sec/LOS A
Northbound Off-Ramp		10.5 Sec/LOS B	18.8 Sec/LOS C
Intersection LOS		**9.2 Sec/LOS A**	**13.7 Sec/LOS B**
Main Street/Ramada Drive	Stop Sign		
Eastbound Main		8.5 Sec/LOS A	8.2 Sec/LOS A
Southbound Ramada		10.4 Sec/LOS B	9.6 Sec/LOS A
Intersection LOS		**9.0 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, which meet the County's LOS C standard. Given the location of the Project site, traffic to/from the Hyatt Place Hotel site 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. Thus, the Project would not impact 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 4,400 ADT south of SR 46W, which equates to LOS A-B operations. The Hyatt Place Hotel Project would add about 31 ADT to Ramada Drive south of SR 46W, and the roadway would continue to operate at LOS A-B under Existing + Project conditions. Further, the roadway is forecast to carry about 4,600 ADT under Cumulative + Project conditions, which equates to LOS A-B operations. The analysis shows that the Hyatt Place Hotel Project would not significantly impact operations on the segment of Ramada Drive located in the County south of SR 46W 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, the surface streets, and the intersections in the study area based on applicable thresholds. Thus, no project-specific mitigations are required for those facilities.

The site access analysis includes the following recommendations to ensure safe and efficient access to/from the Project site.

Northern Driveway. Install signage to inform drivers of right turns only for traffic outbound from the Hyatt Place Hotel site.

Southern Driveway. Align Hyatt Place Hotel driveway with Target Shopping Center driveway. Modify existing raised median on Theatre Drive to provide a left-turn pocket for traffic entering the Project site from southbound Theatre Drive.

Cumulative Mitigations

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

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STUDY PARTICIPANTS AND REFERENCES

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TECHNICAL APPENDIX

CONTENTS:

PROJECT TRIP GENERATION CALCULATIONS

Associated Transportation Engineers
Trip Generation Worksheet

HYATT PLACE HOTEL PROJECT

Land Use	Size	Multi-Trip Factor	ADT		AM PEAK HOUR						PM PEAK HOUR					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
1. Hotel(a)	133 Rooms	1.00	8.36	1,112	0.47	63	59%	37	41%	26	0.60	80	51%	41	49%	39
2. Restaurant(b)	2,500 SF	0.80	112.18	224	9.94	20	55%	11	45%	9	9.77	20	62%	12	38%	8
Totals:				1,336		83		48		35		100		53		47

(a) Trip generation based on ITE rates for Hotel (Land Use Code 310).
(b) Trip generation based on ITE rates for High-Turnover Sit-Down Restaurant (Land Use Code 932).

Associated Transportation Engineers
Trip Generation Worksheet - SUNDAYS

HYATT PLACE HOTEL PROJECT

	Land Use	Size	Multi-Trip Factor	PM PEAK HOUR Rate	Trips	In %	Trips	Out %	Trips
1.	Hotel(a)	133 Rooms	1.00	0.75	100	50%	50	50%	50
2.	Restaurant(b)	2,500 SF	0.80	25.83	52	55%	29	45%	23
	Totals:				152		79		73

(a) Trip generation based on ITE rates for Hotel (Land Use Code 310).
(b) Trip generation based on ITE rates for High-Turnover Sit-Down Restaurant (Land Use Code 932).

CUMULATIVE PROJECT LIST

From Larry Moore Park Study:

- Arbor Ridge - 23 condominium units on the north side of Oak Hill Road.
- The Oaks Assisted Living - Assisted Living and Memory Care facilities with up to 101 beds on the corner of Serenade Drive and S. River Road.

From Wisteria GPA Study:

- Ayers Hotel- 190 hotel rooms, 36 extended stay units, and related amenities on the northeast corner of Buena Vista Drive and Experimental Station Road.
- La Quinta Inn- 30 additional hotel rooms and related amenities at 2615 Buena Vista Drive.
- Buena Vista Apartments- 142 apartment units located at 802 Experimental Station Road.
- River Oaks- The Next Generation- 144 active adult homes, 127 single family homes, community center, and fitness/wellness center located north of River Oaks Drive and east of River Road.
- Tract 2887- 51 single-family homes located at the southeast corner of River Oaks Drive and Experimental Station Road.
- RV Park- 332 spaces located at the north end of Golden Hill Road
- Wine Storage Building- 66,000 s.f. located at 2261 Wisteria Lane
- San Antonio Winery Processing Facility-126,000 s.f. located on Wisteria Lane.
- Hilton Garden Inn- 166 hotel rooms and related amenities located at 2348 Golden Hill Road
- San Antonio Winery Development-Tasting room, restaurant, four residences, and retail in addition to existing facilities at 2610 Buena Vista Drive
- Chrysler/Jeep Dealership- 29,800 s.f. located at the northeast corner of Golden Hill Road and Tractor Street.

- Marriott Residence Inn, Union Road 124 rooms
- Alder Creek Apts - Niblick / Nicklaus Road 16 units
- MARRIOTT RESIDENCE INN, WILLOW PLACE, 125 ROOMS
- HYATT PLACE HOTEL, THEATRE DRIVE, 116 ROOMS
- PASO GATEWAY PROJECT, VINE STREET, 325 HOTEL ROOMS, 80 RESORT UNITS, 60,750 SF COMMERCIAL/OFFICE, 17 WORKFORCE UNITS