

RESOLUTION NO: 14-001

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF EL PASO DE ROBLES
APPROVING A MITIGATED NEGATIVE DECLARATION FOR
PLANNED DEVELOPMENT 13-003
(Oxford Suites, Inc.)**

WHEREAS, PD 13-003 has been submitted by Oxford Suites to establish a 127 room hotel to be developed in two phases; and

WHEREAS, the project is proposed to be located on the 2.5-acre site on the south side of 4th Street, between Spring Street and Pine Street; and

WHEREAS, an Initial Study was prepared for this project (attached as Exhibit A) which concludes that a Mitigated Negative Declaration may be approved; and

WHEREAS, Public Notice of the proposed Mitigated Negative Declaration was distributed as required by Section 21092 of the Public Resources Code and no written comments have been submitted; and

WHEREAS, a public hearing was conducted by the Planning Commission on January 14, 2014, to consider facts as presented in the staff report prepared for this project, and to accept public testimony regarding this proposed Development Plan, and associated Mitigated Negative Declaration; and

WHEREAS, the applicant has entered into a signed Mitigation Agreement with the City of Paso Robles (prior to Planning Commission action on the Mitigated Negative Declaration) that establishes obligation on the part of the property owner to mitigate potential future impacts as identified in the environmental document; and

WHEREAS, the Mitigation Monitoring Program, attached as Exhibit B to this resolution, has been reviewed by the Planning Commission in conjunction with its review of this project and shall be carried out by the responsible parties by the identified deadlines; and

WHEREAS, based on the information contained in the Initial Study prepared for this project and testimony received as a result of the public notice, the Planning Commission finds no substantial evidence that there would be a significant impact on the environment based on the attached Mitigation Agreement and mitigation measures described in the Initial Study and contained in the resolution approving Planned Development 13-003 (Section 3) as site specific conditions summarized below.

Topic of Mitigation	Condition #
Air Quality	AQ 1- AQ 5
Greenhouse Gas	GHG1- GHG 3
Transportation	T-1

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of El Paso de Robles, based on its independent judgment, approves a Mitigated Negative Declaration for PD 13-003, in accordance with the California Environmental Quality Act; and

PASSED AND ADOPTED by the Planning Commission of the City of Paso Robles this 14th day of January, 2014 by the following vote:

AYES: Gregory, Garcia, Barth, Holstine, Nash, Rollins, Vanderlip

NOES: None


ABSTAIN: None

ABSENT: None



VINCE VANDERLIP, CHARIMAN

ATTEST:



ED GALLAGHER, PLANNING COMMISSION SECRETARY

ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM
CITY OF PASO ROBLES

- 1. PROJECT TITLE:** **Planned Development PD 13-003**
- Concurrent Entitlements:**
- 2. LEAD AGENCY:** City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446
- Contact:**
Phone: (805) 237-3970
- 3. PROJECT LOCATION:** South side of 4th Street, between Spring Street and Pine Street, Paso Robles, CA (APN: TBD – parcel is a result of a recent LLA)
- 4. PROJECT PROPONENT:** Oxford Suites
- Contact Person:** Mark Smuland
- Phone:** (541) 382-2188
Email: marks@oxfordsuites.com
- 5. GENERAL PLAN DESIGNATION:** CC (Community Commercial)
- 6. ZONING:** TC-2 (Town Center - 2)
- 7. PROJECT DESCRIPTION:** Request to construct a 127 room, five story hotel with accompanying support facilities on vacant 2.5 acre parcel. The project would be constructed in two phases where Phase I would include 103 guest rooms with 1,848 square feet of meeting space and Phase II would be 24 rooms and 3,480 square feet of meeting space. The project would include the construction of 117 parking spaces for phase I with the balance of 30 spaces being constructed with Phase II.
- 8. ENVIRONMENTAL SETTING:** The 2.5 acre parcels is located on the south side of 4th Street between Spring Street and Pine Street. The site has been vacant for a number of years, where the last development on the site was the Tenneco Almond Plant. The Almond Plant operation was on the larger 13 acre property that included the subject site. The site slopes gently to the southeast and is currently void of any structures of vegetation.
- 9. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED):** Air Pollution Control District.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature:

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1, 2, 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-d): The 5 story, 67.5 foot tall building will be visible from the surrounding streets, including from Niblick bridge when entering town from the east. The building will also be visible from southbound Highway 101 when looking to the west. The hotel project is proposed to be built on a 2.5 acre site which is surrounded by larger vacant properties that will be developed in the future. There are existing multi-story buildings located across 4th Street that are situated at a higher elevation than the subject site. The proposed motel will be similar in height to the existing buildings on the north side of 4th Street when taking the change in grade into consideration. The site sits lower than Spring Street and is approximately 400-feet away from Spring Street.

While the building will be very visible from surrounding view points, The site is not considered a scenic vista, nor will the project impact scenic resources.

The adjacent properties to the west and south are vacant. Pine Street, the railroad tracks and Highway 101 are located on the east. Fairly new multi-story buildings are located on the north, along with parking lot areas, and an abandoned one-story building. The development plan process will allow the City's Development Review Committee (DRC) and the Planning Commission to review the site planning and architecture of the hotel building to insure its consistency with the Uptown Town Center Specific Plan. The proposed project is similar in architecture and materials to other buildings in the area including the buildings across 4th Street to the north, and the Marriot Hotel which is in the vicinity a few blocks to the south. The proposed hotel building will not degrade the existing visual character or quality of the site or its surroundings.

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

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest, land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 5114(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion (a-e): The project site is not located on land that is considered agricultural or forest land. There will be no impact from the project on this environmental factor.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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

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

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

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

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

The proposed project is located within the urban core area with access to existing transit and within approximately 0.3 miles of the Amtrak station. The proposed project will include measures to promote the use of nearby transit, including a hotel shuttle service and bicycles for hotel guests. The proposed hotel will also participate in programs to promote transit use to and from the hotel, such as the *SLO Car Free* program and will team with other companies, such as *Funride*, to promote the use of alternatively fueled vehicles. Furthermore, as noted in “Impact C” below, the

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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proposed project would not result in operational emissions that would exceed SLOAPCD’s significance thresholds for criteria air pollutants. For these reasons, the proposed project would not conflict with or obstruct continued implementation of the CAP. This impact is considered *less than significant*.

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

As noted in Impact C, below, short-term construction activities may result in localized concentrations of pollutants that could adversely affect nearby sensitive receptors. As a result, this impact is considered *potentially significant, but less than significant with Mitigation Incorporated*. Refer to “Impact C” of this report for more detailed discussions of air quality impacts attributable to the proposed project and recommended mitigation measures.

Mitigation Measures

Implementation of Mitigation Measure AQ-1, as identified in “Impact C” below, would reduce this impact to a *less-than-significant* level.

- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Source: Attachment 4)
- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Short-term Construction Emissions

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

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

Estimated daily emissions for Phase I, including summer and winter conditions, are summarized in **Table 8**. Estimated daily emissions for Phase II are summarized in **Table 9**. Estimated quarterly emissions for Phases I and II are summarized in **Table 10**. Maximum daily and quarterly emissions, in comparison to SLOAPCD’s significance thresholds are summarized in **Table 11**.

Table 8
Estimated Phase I Daily Construction Emissions Without Mitigation

Construction Period/Phase	Daily Emissions (lbs)	
	ROG+NO _x	DPM
Summer Conditions		
Site Preparation	36.1	1.6
Grading/Excavation	34.8	1.8
Building Construction	34.7	1.9
Paving	22.9	1.3
Architectural Coating	21.7	0.2
Maximum Daily Emissions:	79.4	3.4
SLOAPCD Significance Thresholds:	137	7
Exceed SLOAPCD Thesholds?:	No	No
Winter Conditions		
Site Preparation	36.1	1.6
Grading/Excavation	34.8	1.8
Building Construction	34.9	1.9
Paving	23.0	1.3
Architectural Coating	21.7	0.2
Maximum Daily Emissions:	79.6	3.5
SLOAPCD Significance Thresholds:	137	7
Exceed SLOAPCD Thesholds?:	No	No

Maximum Daily Emissions: Assumes that facility construction, paving, and application of architectural coatings could potentially occur simultaneously on any given day.

Totals may not sum due to rounding.

*Refer to **Appendix B** for modeling assumptions and results.*

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

**Table 9
Estimated Phase II Daily Construction Emissions Without Mitigation**

Construction Period/Phase	Daily Emissions (lbs)	
	ROG+NO _x	DPM
Summer Conditions		
Building Construction	17.1	1.1
Architectural Coating	19.5	0.2
Maximum Daily Emissions:	36.6	1.3
SLOAPCD Significance Thresholds:	137	7
Exceed SLOAPCD Thresholds?:	No	No
Winter Conditions		
Building Construction	17.2	1.1
Architectural Coating	19.5	0.2
Maximum Daily Emissions:	36.6	1.3
SLOAPCD Significance Thresholds:	137	7
Exceed SLOAPCD Thresholds?:	No	No

Maximum Daily Emissions: Assumes that facility construction, paving, and application of architectural coatings could potentially occur simultaneously on any given day.
All site preparation, grading and paving will occur during Phase I construction.
Totals may not sum due to rounding.
*Refer to **Appendix B** for modeling assumptions and results.*

**Table 10
Estimated Quarterly Construction Emissions Without Mitigation**

Quarter	Quarterly Emissions (tons)			
	ROG+NO _x	PM ₁₀		
		Exhaust	Dust	Total
Phase I Construction				
Year 2014, Quarter 1	1.08	0.06	0.04	0.1
Year 2014, Quarter 2	1.09	0.06	0.02	0.08
Year 2014, Quarter 3	1.09	0.06	0.02	0.08
Year 2014, Quarter 4	1.65	0.06	0.02	0.08
Phase II Construction				
Year 2014, Quarter 1	1.10	0.06	0.02	0.08
Year 2014, Quarter 2	0.64	0.02	0.01	0.03

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

SLOAPCD Significance Thresholds:	6.3	0.32	2.5	--
Exceed SLOAPCD Thresholds?:	No	No	No	None
<i>Totals may not sum due to rounding. Refer to Appendix B for modeling assumptions and results.</i>				

Table 11
Summary of Estimated Construction Emissions Without Mitigation in Comparison to SLOAPCD Significance Thresholds

Criteria	Emissions		SLOAPCD Significance Threshold	Exceed Significance Threshold?
	Phase I	Phase II		
Maximum Daily Emissions (ROG+NO _x):	79.6 lbs/day	36.6 lbs/day	137 lbs/day	No
Maximum Daily Emissions (DPM):	3.5 lbs/day	1.3 lbs/day	7.0 lbs/day	No
Maximum Quarterly Emissions (ROG+NO _x):	1.65 tons/qtr	1.1 tons/qtr	2.5 tons/qtr	No
Maximum Quarterly Emissions (DPM):	0.06 tons/qtr	0.06 tons/qtr	0.13 tons/qtr	No
Maximum Quarterly Emissions (Fugitive PM):	0.04 tons/qtr	0.02 tons/qtr	2.5 tons/qtr	No

Quarterly thresholds are based on the more conservative Tier 1 thresholds.

*Refer to **Appendix B** for modeling assumptions and results.*

As indicated, the highest projected daily emissions are anticipated to occur during Phase I of construction associated primarily with onsite site preparation and grading activities. During Phase I, maximum daily emissions of ROG+NO_x would total approximately 79.6 lbs/day and emissions of DPM would total approximately 3.5 lbs/day. Estimated Phase I quarterly emissions would total approximately 1.65 tons of ROG+NO_x, 0.6 tons of DPM, and 0.04 tons of fugitive dust. Emissions occurring during Phase II of construction would be less. Construction-generated emissions for both Phase I and Phase II of construction would not exceed SLOAPCD's daily or quarterly significance thresholds. Fugitive dust generated during construction may, however, result in localized pollutant concentrations that could result in increased nuisance concerns to nearby land uses. Of particular concern would be occupants of nearby residential dwellings, the nearest of which are located approximately 175 feet southwest of the project site. For this reason, this impact is considered **potentially significant, but less than significant with Mitigation Incorporated**.

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

MM AQ-1: For projects with areas of disturbance exceeding 4 acres, the SLOAPCD requires implementation of the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:

- a. Reduce the amount of the disturbed area where possible;
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- c. All dirt stock pile areas should be sprayed daily as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the 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 with reclaimed water should be used where feasible;
- l. All of these fugitive dust mitigation measures shall 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, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

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

Significance After Mitigation

The above SLOAPCD-recommended mitigation measures have been incorporated to ensure compliance with SLOAPCD’s 20-percent opacity limit (APCD Rule 401), nuisance rule (APCD Rule 402), and for the purpose of minimizing nuisance impacts to nearby receptors. With mitigation, fugitive PM emissions would be reduced to approximately 2.65 lbs/day and approximately 0.02 tons/quarter. With mitigation, this impact would be considered *less than significant*.

Long-term Operational Emissions

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

Daily unmitigated operational emissions for summer and winter conditions are summarized in **Table 12**. **Table 12** also provides a summary of unmitigated annual operational emissions. Daily and annual unmitigated operational emissions in comparison to SLOAPCD significance thresholds are summarized in **Table 13**. As depicted, operational emissions would be slightly higher during winter conditions. Maximum daily winter operational emissions for Phase I (year 2015) would total approximately 15 lbs/day ROG+NOx, 31 lbs/day CO, 3 lbs/day of fugitive PM₁₀, and 0.2 lbs/day of exhaust PM₁₀. By year 2018, with project buildout, emissions are projected to total approximately 16 lbs/day ROG+NOx, 33 lbs/day CO, 5 lbs/day of fugitive PM₁₀, and 0.2 lbs/day of exhaust PM₁₀. Maximum annual emissions of ROG+NOx would total approximately 3 tons/year of ROG+NOx and 0.8 tons/year of fugitive PM₁₀. Operational emissions for Phase I and buildout conditions would not exceed SLOAPCD’s significance thresholds. As a result, this impact is considered **less than significant**.

**Table 12
Estimated Operational Emissions Without Mitigation**

Source	Daily Emissions (lbs/day)						
	ROG	NO _x	ROG+NO _x	CO	PM ₁₀		
					Fugitive	Exhaust	Total ⁽¹⁾
Summer Conditions							
Phase I (Year 2015)	6.1	8.3	14.3	28.5	3.3	0.2	3.5

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

Buildout (Year 2018)	5.8	9.2	15.0	30.0	4.6	0.2	4.8
SLOAPCD Significance Thresholds:	--	--	25	550	25	1.25	--
Exceed SLOAPCD Thresholds?:	--	--	No	No	No	No	--
Winter Conditions							
Phase I (Year 2015)	6.3	8.7	15.0	30.8	3.3	0.2	3.5
Buildout (Year 2018)	6.0	9.6	15.7	32.6	4.6	0.2	4.8
SLOAPCD Significance Thresholds:	--	--	25	550	25	1.25	--
Exceed SLOAPCD Thresholds?:	--	--	No	No	No	No	--
Annual Conditions							
Phase I (Year 2015)	1.1	1.6	2.7	5.4	0.6	0.0	0.6
Buildout (Year 2018)	1.1	1.7	2.8	5.7	0.8	0.0	0.9
SLOAPCD Significance Thresholds:	--	--	25	--	25	--	--
Exceed SLOAPCD Thresholds?:	--	--	No	--	No	--	--
<i>Totals may not sum due to rounding. Refer to Appendix B for modeling output files and assumptions.</i>							

**Table 13
Summary of Estimated Operational Emissions
in Comparison to SLOAPCD Significance Thresholds**

Criteria	Emissions		SLOAPCD Significance Threshold	Exceed Significance Threshold?
	Phase I (Yr 2015)	Buildout (Yr 2018)		
Maximum Daily ROG+NO _x Emissions (Winter):	15.0 lbs/day	15.7 lbs/day	25 lbs/day	No
Maximum Daily CO Emissions:	30.8 lbs/day	32.6 lbs/day	550 lbs/day	No
Maximum Daily DPM Emissions:	0.2 lbs/day	0.2 lbs/day	1.25 lbs/day	No
Maximum Daily Fugitive PM Emissions:	3.3 lbs/day	4.6 lbs/day	25 lbs/day	No
Maximum Annual ROG+NO _x Emissions:	2.7 tons/year	2.8 tons/year	25 tons/year	No
Maximum Annual Fugitive PM Emissions:	0.6 tons/year	0.8 tons/year	25 tons/year	No

*Refer to **Appendix B** for modeling output files and assumptions.*

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d. Expose sensitive receptors to substantial pollutant concentrations?

(Source: Attachment 4)

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Naturally-Occurring Asbestos

Naturally-occurring asbestos, which was identified as a TAC in 1986 by CARB, is located in many parts of California and is commonly associated with ultramafic rock. The project site is not located near any areas that are likely to contain ultramafic rock. As a result, risk of exposure to asbestos during the construction process would be considered *less than significant*. A map depicting the project site location in relation to areas likely to contain ultramafic rock is included in **Appendix A** of this report.

Localized CO Concentrations

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

Access to the hotel site would be provided via the adjacent roadway segments of 4th Street, and Pine Street, as well as, nearby segments of Spring Street. Nearby roadway intersections are not anticipated to operate at unacceptable LOS E or F. As a result, the proposed hotel project would not be anticipated to result in or contribute to unacceptable levels of service (i.e., LOS E or F) at nearby signalized intersections. Localized concentrations of CO are considered to be *less than significant*.

Construction-Generated PM

Implementation of the proposed project would result in the generation of fugitive PM emitted during construction. Fugitive PM emissions are primarily associated with earth-moving and material handling activities, as well as, vehicle travel on unpaved and paved surfaces. Fugitive PM emissions can result in localized concentrations of PM that could adversely impact nearby receptors. Of particular concern would be occupants of nearby residential dwellings, the nearest of which are located approximately 175 feet southwest of the project site. As noted in Impact C, localized uncontrolled concentrations of fugitive PM would be considered *potentially significant, but less than significant with mitigation incorporated*.

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

Implement MM AQ-1, as identified in “Impact C” above.

Significance After Mitigation

Mitigation Measure AQ-1 includes measures for the control of localized pollutant concentrations, as recommended by the SLOAPCD. With implementation of **Mitigation Measure AQ-1**, this impact would be considered less than significant.

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

The occurrence and severity of odor impacts depends on numerous factors, including: the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose members of the public to objectionable odors would be deemed to have a significant impact.

The proposed project would not result in the installation of any equipment or processes that would be considered major odor-emission sources. However, construction of the proposed project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people. In addition pavement coatings and architectural coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. For these reasons, potential exposure of sensitive receptors to odorous emissions would be considered *less than significant*.

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,

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Source:)

Discussion (a-f): The project site is a 2.5-acre parcel divided from a larger 13-acre site. The 13-acre

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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site is an infill site that is currently vacant. The 13-acre site that is surrounded by existing development including Multi-family residential, commercial, the railroad tracks, Highway 101. The site is the previous location of an almond processing plant that was demolished in the 1980's. Since the previous development the site has been mowed and disked regularly for weed control.

As a result of the site being an infill site that has been previously developed, the development of the 2.5 acre site will have no impact on biological resources.

V. CULTURAL RESOURCES: Would the project:

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

Discussion (a-d): There are no historic resources (as defined), located on the site. There are also no archaeological or paleontological resources known to be present on the site or in the near vicinity. Since the property has been previously developed and is disked for weed control on a yearly basis, it is unlikely that there are resources located on the site. There are no known human remains on the project site, however if human remains are found during site disturbance, all grading and/or construction activities shall stop, and the County Coroner shall be contacted to investigate.

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

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Sources: 1, 2, & 3)

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

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

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

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

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

- iv. Landslides?

Discussion: Per the General Plan Safety Element, the project site is in an area that is designated

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a low-risk area for landslides. Therefore, potential impacts due to landslides is less than significant.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Result in substantial soil erosion or the loss of topsoil? (Sources: 1, 2, & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Per the General Plan EIR the soil condition is not erosive or otherwise unstable. As such, no significant impacts are anticipated. A geotechnical/ soils analysis will be required prior to issuance of grading permit that will evaluate the site specific soil stability and suitability of grading and retaining walls proposed. This study will determine the necessary grading techniques that will ensure that potential impacts due to soil stability will not occur. An erosion control plan shall be required to be approved by the City Engineer prior to commencement of site grading.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to item a.iii, above.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code, creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to item a.iii, above.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS: Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion (a-b):

A Greenhouse Gas Impact Assessment was prepared by Ambient Air Quality and Noise Consulting. The Assessment estimated GHG emissions attributable to future development would be primarily associated with increases of CO₂ from mobile sources. To a lesser extent, other GHG pollutants, such as CH₄ and N₂O, would also be generated. Short-term and long-term GHG emissions associated with the development of the proposed project are discussed in greater detail, as follows:

Short-term Greenhouse Gas Emissions

Estimated increases in GHG emissions associated with construction of the proposed project are summarized in **Table 16**. Based on the modeling conducted, annual emissions of greenhouse gases associated with construction of the proposed project would total 432.75 MTCO_{2e}, which averages approximately 17.31 MTCO_{2e}/year when amortized over the assumed 25-year life of the project. There would also be a small amount of GHG emissions from waste generated during construction; however, this amount is speculative. Actual emissions may vary, depending on the final construction schedules, equipment required, and activities conducted.

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

**Table 16
Annual Construction-Generated GHG Emissions**

Construction Year	GHG Emissions (MTCO ₂ e/Year)
Year 2014 (Phase I)	363.45
Year 2017 (Phase II)	69.30
Total:	432.75
Amortized Annual Emissions ⁽¹⁾ :	17.31
1. Based on a project life of 25 years. Refer to Appendix B for modeling assumptions and results.	

Long-term Greenhouse Gas Emissions

Estimated long-term increases in GHG emissions associated with the proposed project are summarized in **Table 17**. Based on the modeling conducted, operational GHG emissions would be predominantly associated with mobile sources. To a lesser extent, GHG emissions would also be associated with energy use, solid waste generation, as well as, water use and conveyance. Total net increases in GHG emissions during the initial year of Phase I operation (year 2015) would total 1,116.7 MTCO₂e/year, which would not exceed SLOAPCD’s significance threshold of 1,150 MTCO₂e/year. However, at buildout year 2018, operation GHG emissions would increase to 1,465.4 MTCO₂e/year, which would exceed SLOAPCD’s significance threshold of 1,150 MTCO₂e/year. It is important to note that predicted operational emissions include construction-generated emissions, amortized over the project life, per SLOAPCD’s recommended methodology. Project-generated GHG emissions would be considered to have a *potentially significant* impact on the environment, which could conflict with implementation of applicable plans, policies and regulations pertaining to the reduction of GHG emissions, including AB32.

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

Table 17
Operational Greenhouse Gas Emissions
Without Mitigation

Source	GHG Emissions (MTCO ₂ e/Year)	
	Phase I (Year 2015)	Buildout (Year 2018)
Area Source	.01	0.01
Energy Use	386.1	521.0
Motor Vehicles	679.9	880.2
Waste Generation	25.7	36.1
Water Use and Conveyance	7.7	10.8
Construction (Amortized)	17.3	17.3
Total:	1,116.7	1,465.4
SLOAPCD Significance Threshold:	1,150	1,150
Exceeds Significance Threshold?:	No	Yes
<i>Refer to Appendix B for modeling assumptions and results.</i>		

Mitigation Measure

MM GHG-1: The following mitigation measures shall be implemented to reduce project-generated GHG emissions:

- a. Use low-VOC paints (50 grams/liter, or less) and low-VOC cleaning supplies. This requirement shall be reflected in the operational procedures manual for the proposed project.
- b. The project proponent shall demonstrate that the project-wide lighting efficiency shall be improved by at least 16% relative to current conventional lighting methods through the installation of energy-efficient lighting, (e.g., metal halide, high-pressure sodium, LEDs) for interior and exterior lighting areas. Unnecessary exterior lighting should be reduced, to the extent practical and where reductions in lighting would not pose a risk to public safety.
- c. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles, in accordance with City of Paso Robles’ requirements. To the extent possible, the landscape design should provide minimum 50% tree coverage within 10 years of construction using low-ROG emitting, low maintenance native drought resistant trees.
- d. Utilize low-flow faucets and toilets and water-efficient irrigation systems to reduce energy demands associated with water use.
- e. Provide outdoor electrical outlets to encourage the use of electric appliances, tools, and landscape maintenance equipment.
- f. Pave and maintain roads and parking areas.
- g. Proposed onsite occupied buildings shall exceed baseline Title 24 Building Envelope Energy Efficiency Standards by a minimum of 10 percent. The baseline GHG emissions from electricity and natural gas usage shall reflect 2008 Title 24 standards with no energy-efficient appliances.

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

- h. Incorporate water-reducing features into building and landscape design, including use of drought-tolerant landscaping, minimizing turfed areas, and installation of water-efficient irrigation systems in accordance with the City of Paso Robles Zoning Code, Chapter 21.22B, Landscape and Irrigation Ordinance.
- i. Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.
- j. Install high efficiency heating and cooling systems and appliances (i.e., Energy Star rated).
- k. Install door sweeps and weather stripping (if more efficient doors and windows are not available).

Implementation of the above mitigation measures would reduce operational emissions associated with area sources, energy consumption, and motor vehicle use. Estimated GHG emissions, with implementation of MM GHG-1 mitigation measures, are summarized in **Table 18**. As noted, implementation of the proposed mitigation measures would initial buildout year 2018 operational GHG emissions to approximately 1,288 MTCO_{2e}/year. Although reduced, operational emissions would continue to exceed SLOAPCD’s significance threshold of 1,150 MTCO_{2e}/year. As a result, offsite mitigation would be required.

In addition to the above mitigation measures, it is important to note that the proposed project is located within the urban core area with access to existing transit and within approximately 0.3 miles of the Amtrak station. The proposed project includes measures to promote the use of nearby transit, including a hotel shuttle service and bicycles for hotel guests. The proposed hotel will also participate in programs to promote transit use to and from the hotel, such as the *SLO Car Free* program and will team with other companies, such as *Funride*, to promote the use of alternatively fueled vehicles.

**Table 18
Operational Greenhouse Gas Emissions
With Mitigation**

Source	GHG Emissions (MTCO _{2e} /Year)	
	Phase I (Year 2015)	Buildout (Year 2018)
Area Source	0.01	0.01
Energy Use	348.5	471.6
Motor Vehicles	582.5	754.3
Waste Generation	25.7	36.1
Water Use and Conveyance	6.2	8.7
Construction (Amortized)	17.3	17.3
Total:	980.2	1,288.0
SLOAPCD Significance Threshold:	1,150	1,150
Exceeds Significance Threshold?:	No	Yes

Refer to Appendix B for modeling assumptions and results.

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

Future operational GHG emissions are projected to steadily decrease due, in part, to continued improvements in vehicle emission standards and fleet-wide emissions. Therefore, to determine the total amount of offsite mitigation required, annual operational GHG emissions were quantified for each year of operation over the assumed 25-year life of the project. Amortized construction-generated GHG emissions (i.e., 17.3 MTCO_{2e}/year) were included. Net increases in operational GHG emissions exceeding SLOAPCD’s annual significance threshold were identified as excess GHG emissions. Annual operational GHG emissions over the project life are summarized in **Table 19**.

As noted, excess GHG emissions would range from 137.9 MTCO_{2e} in year 2018 to 10.7 MTCO_{2e} in year 2037. By year 2038, total operational GHG emissions are projected to decrease to below SLOAPCD’s significance threshold of 1,150 MTCO_{2e}/year. Excess GHG emissions requiring offsite mitigation would total 1,212.4 MTCO_{2e}. It is important to note, however, that the SLOAPCD has not yet adopted a fee for offsite GHG mitigation. The following additional mitigation measures shall be implemented:

MM GHG-2: The project applicant shall pay an offsite mitigation fee to SLOAPCD sufficient to offset 1,212.4 MTCO_{2e}. At the time of this report, the SLOAPCD’s offsite GHG mitigation fee had not yet been adopted. In the event that SLOAPCD’s offsite mitigation fee has not been adopted at the time that payment of the offsite mitigation fee is due, project-generated excess GHG emissions may be mitigated by the purchase of carbon offsets provided by other agencies/organizations, with prior approval by SLOAPCD.

MM GHG -3 The project proponent shall submit proof to the Paso Robles Community Development Department Staff that MM GHG-2has been met in accordance with a time schedule deemed appropriate by Community Development Department staff.

With implementation of the above mitigation measures, this impact would be considered *less than significant*.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: See VIII a. above.				
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: The proposed hotel project will not emit hazardous materials. There are no schools near this project site.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: The project site is not identified as a hazardous site per state Codes.				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: (e. & f.) The project site is not located within an airport safety zone.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The project will not impair or interfere with adopted emergency response routes or plans.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project is not in the vicinity of wildland fire hazard areas.

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The proposed project is designed to retain storm water on-site through installation of various low-impact development (LID) features. The project was designed to reduce impervious surfaces, preserve existing vegetation, and promote groundwater recharge by employing bioretention and underground storage wells through implementation of these measures. Thus, water quality standards will be maintained and discharge requirements will be in compliance with State and local regulations. Therefore, impacts to water quality and discharge will be less than significant.

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., Would the production rate of pre-existing nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Would decreased rainfall infiltration or groundwater recharge reduce stream baseflow? (Source: 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: The proposed project would be on the City’s municipal water supply system, therefore it could not individually impact nearby well production. The site is designed to reduce impervious surfaces where possible and to direct surface drainage to onsite retention systems to facilitate groundwater recharge.

The City has sufficient groundwater resource capacity in combination with surface water resources to adequately serve this project. The General Plan accounts for water resource demand for a combination of resort and residential land uses on this property. Therefore, this project would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the groundwater basin, and impacts to groundwater resources would be less than significant.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Source: 10)
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Source: 10)
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Source: 10)
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: As noted in IX a. above, surface drainage will be managed onsite and will not add to offsite drainage facilities. Additionally, onsite LID drainage facilities will be designed to clean pollutants before they enter the groundwater basin. Therefore, drainage impacts that may result from this project would be less than significant.

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f. | Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g. | Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h. | Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See IX h. above.

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i. | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

- | | | | | | |
|----|------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| j. | Inundation by mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
k. Conflict with any Best Management Practices found within the City's Storm Water Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: The project will implement the City's Storm Water Management Plan - Best Management Practices, and would therefore not conflict with these measures.				
l. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: The project will incorporate all feasible means to manage water runoff on the project site. There is no wetland or riparian areas in the near vicinity, and the project could not result in impacts to aquatic habitat. Therefore, the project will not result in significant impacts to these resources.				



X. LAND USE AND PLANNING: Would the project:

a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-b): The property is zoned TC-2 in the Uptown Town Center Specific Plan. The Specific Plan allows for 5-story hotels with the approval of a Development Plan (PD). The hotel project complies with the Specific Plan (Zoning Code) and would meet the intent of the Community Commercial (CC) land use designation by providing hotel uses that allow for people from out of town to stay and shop near the downtown area, , and therefore there is no impact to land use and zoning.

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion (c): There are no conservation plans associated with this property.				

XI. MINERAL RESOURCES: Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: There are no known mineral resources at this project site.				

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: There are no known mineral resources at this project site.				

XII. NOISE: Would the project result in:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The Noise Element of the General Plan indicates that 65dBA for outdoor activity areas is normally acceptable noise level for transient lodging uses. It appears that the proposed outdoor areas for the hotel which would be the outdoor plaza area which is approximately 550 feet from the center line of Highway 101. In Phase II, the Phase II building would separate the outdoor plaza area from the Highway 101 which would drastically reduce the noise levels even further.

Based on the project site is being located outside noise impacts zones as mapped in the City's General Plan Noise Element that may result from Highway 101, thus noise will not significantly impact use of the project site. Additionally, the proposed project includes land uses such as lodging and conference, which do not create excessive noise that may impact surrounding properties.

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: The project may result in short term construction noise and vibration from machinery, however, the construction noise is not anticipated to be excessive nor operate in evening hours. Therefore, impacts from groundborne vibration noise would be considered less than significant.				
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: As noted in XII a. the proposed land use does not create significant noise, and would therefore not result in contributing permanent increases in ambient noise levels.				
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: See XII a. – c. above.				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: The project is not located within an airport area subject to an airport land use plan, and will thus not be impacted by airport related noise.				

XIII. POPULATION AND HOUSING: Would the project:

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-c): The project site is currently undeveloped, vacant land and jobs created can be absorbed by the local and regional employment market, and will not create the demand for new housing or population growth or displace housing or people.

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

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

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. RECREATION

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

Discussion (a&b):

As a commercial development project that will not encourage new housing demands and use of recreational facilities, it will not result in impacts to recreational facilities.

XVI. TRANSPORTATION/TRAFFIC: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Conflict with an applicable plan, ordinance or policy establishing measures or effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project provides frontage improvements that include constructing sidewalks along the project frontage that will provide for pedestrians to access sidewalks on the north side of 4th Street that lead to existing sidewalks on Spring Street and 4th Street. The project is located within the downtown area and is in walking distance to many commercial areas in the vicinity. A transit stop is located within one block from the project site on Spring Street. The project is consistent with the policies of the City's 2011 Circulation Element by providing facilities for multiple modes of transportation.

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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(Source: Attachment 8)

Discussion: The traffic study prepared for this project by Associated Transportation Engineers (ATE) evaluated project related traffic impacts for existing plus-project traffic conditions. The study determined that no project-specific impacts are projected for either Spring Street or the two nearby intersections, including Spring/4th Streets; or Pine/4th Streets.

The applicant shall be required to pay transportation impact fees established by City Council in affect at the time of occupancy to mitigate future impacts with planned improvements by the City.

Mitigation Measure T-1: The project will be subject to traffic impact and other development impact fees in effect at the time of occupancy of the project.

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project site is not located within an airport land use planning area.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: There are no hazardous design features associated with, planned for or will result from this project.

e. Result in inadequate emergency access?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project will not impede emergency access, and is designed in compliance with all emergency access safety features and to City emergency access standards.

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

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project incorporates multi-modal transportation facilities and access such as bike lanes, sidewalks, walkways and is located near a transit stop. Therefore, it does not conflict with policies and plans regarding these facilities.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

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

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project will comply with all applicable wastewater treatment requirements required by the City, RWQCB and the State. Therefore, there will be no impacts resulting from wastewater treatment from this project.

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

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: Per the City’s General Plan EIR, Urban Water Management Plan, and Sewer System Management Plan, the City’s water and wastewater treatment facilities are adequately sized, including planned facility upgrades, to provide water needed for this project and treat effluent resulting from this project. Therefore, this project will not result in the need to construct new facilities.

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

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: All new stormwater resulting from this project will be managed on the project site, and will not enter existing storm water drainage facilities or require expansion of new drainage facilities. Therefore, the project will not impact the City’s storm water drainage facilities.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The hotel project is a permitted use in the current land use and zoning designations; therefore the project can be served with existing water resource entitlements available and will not require expansion of new water resource entitlements.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: Per the City's SSMP The City's wastewater treatment facility has adequate capacity to serve this project as well as existing commitments.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: Per the City's Landfill Master Plan, the City's landfill has adequate capacity to accommodate construction related and operational solid waste disposal for this project.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project will comply with all federal, state, and local solid waste regulations.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

Discussion: As noted within this environmental document, and based on this site being an infill site that has been previously developed, and surrounded by development there will be no impact to fish habitat as well as no impact to fish and wildlife populations. The site is routinely maintained and mowed, so there will be no impact to fish, wildlife, of plant habitat.

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

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

Discussion: The project will not have impacts that are individually limited, but cumulatively considerable.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project will not cause substantial adverse effects on human beings, either directly or indirectly.

EARLIER ANALYSIS AND BACKGROUND MATERIALS.

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

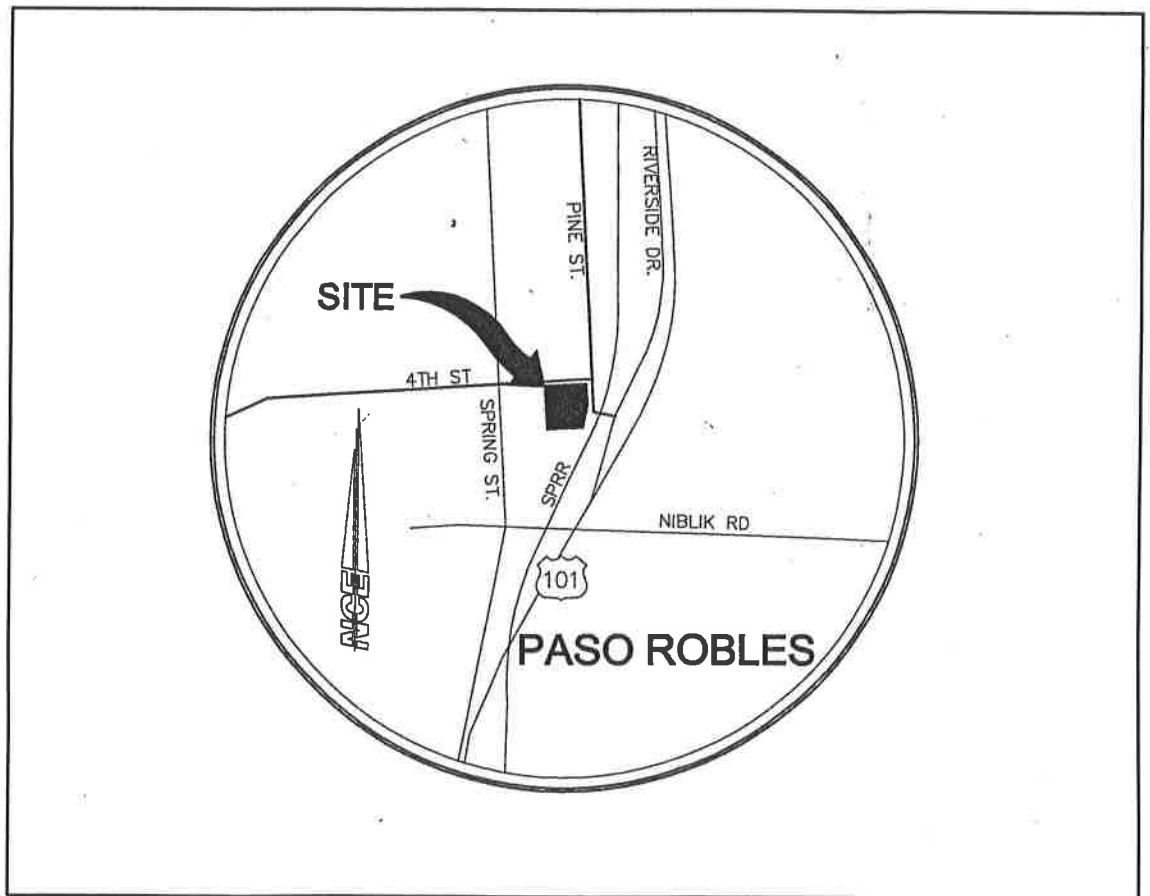
Earlier Documents Prepared and Utilized in this Analysis and Background / Explanatory Materials

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

Attachments:

- 1. Vicinity Map**
- 2. Site Plan**
- 3. Mitigation Monitoring & Reporting Table**
- 4. Mitigation Measure Summary**
- 5. Air Quality/GHG Report – On File**
- 6. Traffic Study – On file**

VICINITY MAP

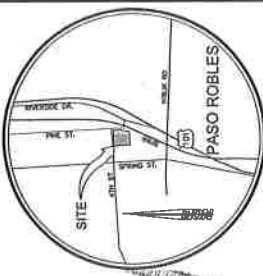


Attachment 1
Vicinity Map
(Oxford Suites)

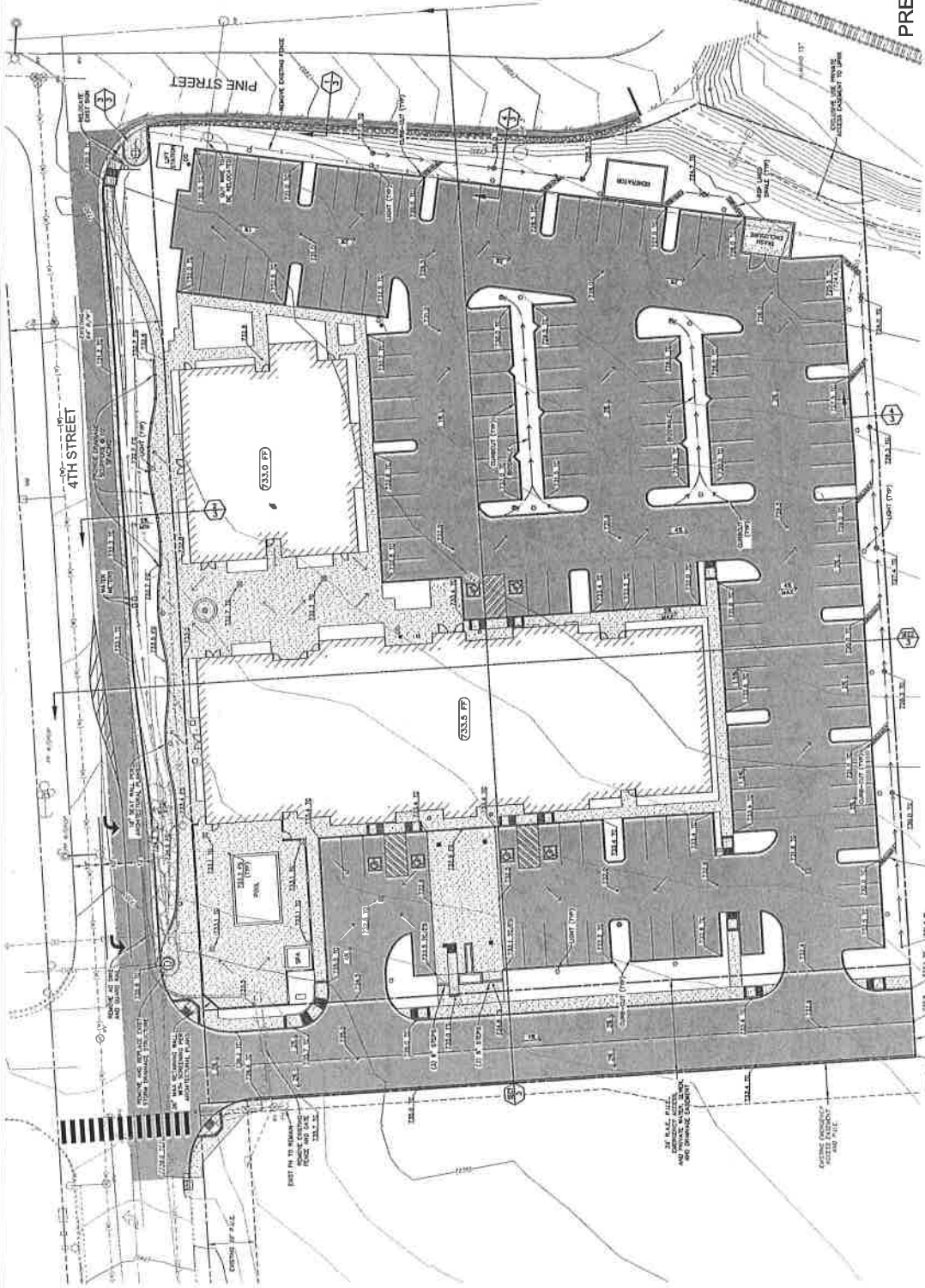
SHEET INDEX	
SHEET NO.	SHEET TITLE
1	PRELIMINARY GRADING AND DRAINAGE PLAN
2	PRELIMINARY UNDERGROUND PLAN
3	PRELIMINARY SITE CROSS SECTIONS

GRADING LEGEND

- 633.00 (F) FINISH FLOOR ELEVATION
- 633.00 (B) FINISH GRADE FOR PLAN
- 633.00 (D) EXISTING GRADE FOR PLAN
- 633.00 (E) DRAINAGE DIRECTION FOR PLAN
- 633.00 (F) FLOOR DIRECTION
- 633.00 (G) FINISH GRADE EXISTING
- 633.00 (H) EXISTING GRADE EXISTING
- 633.00 (I) 2:1 SLOPE (ON)
- 633.00 (J) DRAIN INLET
- 633.00 (K) DRAIN INLET WITH FUTURE GRADE
- 633.00 (L) STONE DRAIN CHANNEL
- 633.00 (M) CURB
- 633.00 (N) SIDEWALK MARK
- 633.00 (O) CURB MARK
- 633.00 (P) PRODUCT BOUNDARY
- 633.00 (Q) RIGHT-OF-WAY/PROPERTY LINE
- 633.00 (R) EXISTING ELEVATION
- 633.00 (S) EXISTING FILL
- 633.00 (T) CONCRETE SLABING SURFACE FOR ARCHITECTS PLAN
- 633.00 (U) HOT MIX ASPHALT
- 633.00 (V) PROPOSED BUILDING



OXFORD SUITES
PRELIMINARY GRADING AND DRAINAGE PLAN
PRAL 13-0084



NOTE: SEE ARCHITECTURAL PLANS FOR TREATMENT SYSTEM PHASE 2. GRADING TO PG ELEVATIONS SHOWN.

GROSS EARTHWORK ESTIMATE
 3,180 CY CUT
 3,180 CY FILL

EXISTING OVERSIZED FIELD PAVEMENT TO REMAIN

Attachment 2
Site Plan
(Oxford Suites)

Mitigation Monitoring and Reporting Plan

Project File No./Name: PD 13-003 – Oxford Hotel

Approving Resolution No.:

Date: December 11, 2013

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 to lessen the level of environmental impact of the project to a less than significant level. A completed and signed checklist for each mitigation measure indicates that it has been completed.

See attached Mitigation Summary Table for Mitigation Measure Descriptions.

Mitigation Measure	Type	Monitoring Dept or Agency	Shown on Plans	Verified Implementation	Remarks
AQ-1	Project	Planning Division, Building Division			
GHG -1	Project	Planning Division			
GHG-2	Project	Planning Division			
GHG-3	Project	Planning Division			
T-1	Project	Building Dept.			

Explanation of Headings:

Type	Project, ongoing, cumulative
Monitoring Dept. or Agency	Dept or Agency responsible for monitoring a particular MM
Shown on Plans	When a MM is shown on the plans, this column will be initialed & dated
Verified Implementation	When a MM has been implemented, this column will be initial & dated
Remarks	Area for describing status of ongoing MM, or other information

Mitigation Measures Summary

Mitigation Measures

Air Quality:

MM AQ-1: For projects with areas of disturbance exceeding 4 acres, the SLOAPCD requires implementation of the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:

- a. Reduce the amount of the disturbed area where possible;
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- c. All dirt stock pile areas should be sprayed daily as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the 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 with reclaimed water should be used where feasible;
- l. All of these fugitive dust mitigation measures shall 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, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

GHG Mitigations

MM GHG-1: The following mitigation measures shall be implemented to reduce project-generated GHG emissions:

- a. Use low-VOC paints (50 grams/liter, or less) and low-VOC cleaning supplies. This requirement shall be reflected in the operational procedures manual for the proposed project.
- b. The project proponent shall demonstrate that the project-wide lighting efficiency shall be improved by at least 16% relative to current conventional lighting methods through the installation of energy-efficient lighting, (e.g., metal halide, high-pressure sodium, LEDs) for interior and exterior lighting areas. Unnecessary exterior lighting should be reduced, to the extent practical and where reductions in lighting would not pose a risk to public safety.
- c. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles, in accordance with City of Paso Robles' requirements. To the extent possible, the landscape design should provide minimum 50% tree coverage within 10 years of construction using low-ROG emitting, low maintenance native drought resistant trees.
- d. Utilize low-flow faucets and toilets and water-efficient irrigation systems to reduce energy demands associated with water use.
- e. Provide outdoor electrical outlets to encourage the use of electric appliances, tools, and landscape maintenance equipment.
- f. Pave and maintain roads and parking areas.
- g. Proposed onsite occupied buildings shall exceed baseline Title 24 Building Envelope Energy Efficiency Standards by a minimum of 10 percent. The baseline GHG emissions from electricity and natural gas usage shall reflect 2008 Title 24 standards with no energy-efficient appliances.
- h. Incorporate water-reducing features into building and landscape design, including use of drought-tolerant landscaping, minimizing turfed areas, and installation of water-efficient irrigation systems in accordance with the City of Paso Robles Zoning Code, Chapter 21.22B, Landscape and Irrigation Ordinance.
- i. Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.
- j. Install high efficiency heating and cooling systems and appliances (i.e., Energy Star rated).
- k. Install door sweeps and weather stripping (if more efficient doors and windows are not available).

MM GHG-2: The project applicant shall pay an offsite mitigation fee to SLOAPCD sufficient to offset 1,212.4 MTCO_{2e}. At the time of this report, the SLOAPCD's offsite GHG mitigation fee had not yet been adopted. In the event that SLOAPCD's offsite mitigation fee has not been adopted at the time that payment of the offsite mitigation fee is due, project-generated excess GHG emissions may be mitigated by the purchase of carbon offsets provided by other agencies/organizations, with prior approval by SLOAPCD.

MM GHG-3: The project proponent shall submit proof to the Paso Robles Community Development Department Staff that MM GHG-2 has been met in accordance with a time schedule deemed appropriate by Community Development Department staff.

Transportation Mitigation Measures:

MM T-1: The project will be subject to traffic impact and other development impact fees in effect at the time of occupancy of the project.