RESOLUTION NO: 14-022

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF EL PASO DE ROBLES
ADOPTING A MITIGATED NEGATIVE DECLARATION FOR
PLANNED DEVELOPMENT 14-001
(Pine Street Promenade)

WHEREAS, PD 14-001 has been submitted by Debbie Lorenz and Brett Van Steenwyk to establish a 121 room hotel, restaurant, office space, performing arts center and parking garage to be developed in two phases; and

WHEREAS, the project is proposed to be located on the 2.5-acre site located on the east side of Pine Street between 10th and 8th Streets (944 Pine Street); and

WHEREAS, in conjunction with PD 14-001, Vesting Tentative Parcel Map PR 14-0033 has been submitted to subdivide the 2.42 acre site into two parcels where Parcel 1 would be 1.78 acres and include Phase I, and Parcel 2 would be .64 acres and include Phase II; and

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

WHEREAS, Public Notice of the draft 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 August 12, 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 draft 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 an obligation on the part of the applicant to mitigate potential impacts as identified in the environmental document; and

WHEREAS, the Mitigation Monitoring and Reporting 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 deadlines identified; 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 14-001 (Section 3) as site-specific conditions summarized below.

Topic of Mitigation	Condition #
Air Quality	AQ 1- AQ 8
Biological – Oak Trees	BIO 1 – BIO 3
Greenhouse Gas	GHG1 – GHG2
Noise	N1 – N7

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 14-001 & Vesting Tentative Parcel Map PR 14-0033, in accordance with the California Environmental Quality Act; and

PASSED AND ADOPTED by the Planning Commission of the City of Paso Robles this 12th day of August, 2014 by the following vote:

AYES: Gregory, Garcia, Donaldson, Rollins, Cooper, Vanderlip, Barth

NOES: None

ABSENT: None

ABSTAIN: None

DOUG BARTH, CHAIRMAN

ATTEST:

ED GALLAGHER, PLANNING COMMISSION SECRETARY

ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM
AND MITIGATED NEGATIVE DECLARATION
CITY OF PASO ROBLES
July, 2014

1. PROJECT TITLE: Pine Street Promenade

Concurrent Entitlements: Planned Development (PD 14-001)
Tentative Tract Map PR 14-0033

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

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

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

Assessor Parcel Number 009-156-008

4. PROJECT PROPONENT: Brett VanSteenwyk / Debbie Lorenz

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

5. GENERAL PLAN DESIGNATION: Downtown Commercial (DC)

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

7. PUBLIC REVIEW PERIOD: July 24, 2014 through August 12, 2014

8. PROJECT DESCRIPTION:

The proposed project is intended to be built in two phases, where Phase I would include a 4-story hotel with 106 rooms, a 7,500 square foot restaurant, 21,885 square foot retail market space, and 16,169 square foot office space (within the Plaza building). All three buildings (Hotel, Restaurant and Plaza buildings) would be interconnected and would total 188,142 square feet. The buildings are proposed to be an average of 50-feet in height, with roof and tower elements up to 62 feet in height. The architectural design is an Italian design theme, and includes use of stucco and stone veneer exterior finish materials, and clay tile roofing.

The retail market space would consist of a 21,885 square foot open-air market located on the plaza level within the hotel building. It is anticipated that the Plaza building will be utilized for office space, however there is the possibility that rather than office space, that 21 additional hotel rooms could be provided (for a total of 127 hotel rooms).

The proposed parking for Phase I would exceed the 220 spaces required by the City Zoning Code standards, and proposes to provide 248 parking spaces. 162 spaces would be for valet parking spaces, and 86 spaces would be provided on the surface parking lot. Parking spaces include standard, compact, and handicapped accessible parking stalls, plus bicycle parking racks, and motorcycle spaces as required by the Parking Ordinance. The project is adjacent to the City's Transportation Center where transit and rail services are available.

Phase II includes development of a 500 seat Performing Arts Center (PAC). The PAC would provide a public entertainment venue that could be used for a range of theatrical and musical performances, as well as lectures, seminars, and public and private meetings. A 230 space parking structure would also be built in Phase II that would replace the surface parking spaces built in Phase I, adding an additional 68 parking spaces.

See Attachment 2 - Site Plan. The hotel will include ancillary guest facilities including:

- Dining room for hotel guests
- conference rooms
- gym
- business center
- entertaining terrace
- outdoor pool, BBQ and patio terraces

The total existing lot area is 2.75 acres. The proposal includes a tentative parcel map to subdivide the property into two parcels, where Parcel 1 would be approximately 2 acres and include Phase I, and Parcel II to would be approximately 0.75 acres and include Phase 2.

9. ENVIRONMENTAL SETTING:

Except for the existing planter areas and areas around the existing trees, the 2.75 acre site is currently covered in pavement and buildings. There are 6 existing oak trees located on the site that will be protected and preserved. Other non-oak tree species that are not protected under City regulations will be removed.

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

The property is within the City limits and is zoned for commercial development, including hotels. The land use classification and potential commercial development of this property was included in the 2010 Urban Water Master Plan. The property would be served with municipal water service. A more thorough discussion of municipal water supply and the City's ability to serve development anticipated in the Urban Water Master Plan is provided in Section IX, Hydrology and Water Quality.

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Signature: _____ Date 7/23/14

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Specific Plan allows for multi-story buildings in the TC-1 zone. The project has been designed to comply with the 50-foot tall height limit to the eave, except for the two tower element of the hotel building, which extends to about 55-feet in height, and the flyloft for the performing arts building, which is proposed to be just over 61-feet tall. The applicants are requesting the Planning Commission approve a modification to allow for the increase in height.

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

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

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

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

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

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

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

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

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

Discussion: The site is not under Williamson Act contract, nor is it currently used for agricultural purposes.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Conflict with existing zoning for, or cause rezoning of, forest, land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 5114(g))?	☐	☐	☐	☒

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

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

Discussion: See II c. above.

e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion: The site is located in the urban downtown core, and is surrounded by commercial uses. Therefore, development of this site for lodging would not have a significant impact to agricultural or forestry resources.

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

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

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

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

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

- Regional Transit Improvements
- Bicycling and Bikeway Enhancements
- Park and Ride Lots
- Motor Vehicle Inspection and Control Program
- Traffic Flow Improvements
- Telecommuting, Teleconferencing, and Telelearning

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

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

Therefore, the project with recommended conditions is not in conflict with CAP. The analysis reported in Impacts b and c below, shows that while there are impacts, these impacts are below the significance thresholds established by the San Luis Obispo County APCD or, in the several cases where thresholds are exceeded, mitigations can be implemented to reduce impacts to less than significant levels. See mitigation measures AQ1 – AQ8 in the sections below. This impact is considered less than significant with mitigation measures incorporated.

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

Discussion:
As noted in Impact c, below, short-term construction activities may result in localized concentrations of pollutants that may adversely affect nearby sensitive receptors. Therefore, with recommended conditions the project does not violate the standards of the local APCD, and the Pine Street Promenade does not substantially contribute to non-attainment problems. Therefore, with the implementation of Mitigation Measures AQ1-AQ8, listed in the mitigation summary, the project would be less than significant with mitigation measures incorporated.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Source: 11)	☐	☒	☐	☐

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

Discussion:

The Air Quality Study that was prepared for this project (Attachment 4) assessed the project's short term air quality impacts during the construction phases. The study determined, after running the necessary modeling that the project would exceed the APCD thresholds for short term construction emissions. Mitigation measures were provided that when applied to the project would bring the projects impacts from construction activities to less than significant.

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

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

Therefore, with the implementation of Mitigation Measures AQ1-AQ8, the projects impacts would be less than significant with mitigation measures incorporated.

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

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

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

Regarding vehicle trips, the traffic study that was prepared for the project indicated that with both Phase I and II that the addition of trips from the project would not have an impact on the intersections studied, and trip levels would not increase above those anticipated with the City's Circulation Element. Therefore, it is not anticipated that pollution from automobiles using the project site will have a significant impact on sensitive receptors in the vicinity of the project.

Therefore, impacts from pollution created by construction equipment or from automobiles using this project, will be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Create objectionable odors affecting a substantial number of people? (Source: 11)	☐	☐	☒	☐

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

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

IV. BIOLOGICAL RESOURCES: Would the project:

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

Discussion:

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

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

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

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

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

Avoidance and mitigation measures included in the Mitigation Measures Summary (Attachment 4) will be applied (via a Mitigation Monitoring and Reporting Program that would be adopted with the project, if approved) to ensure the potential impacts to the oak trees are less than significant.

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

Discussion: There is no riparian habitat located on this property. However, there are six oak trees on the property that are within the area of disturbance of the project. The project has been designed to preserve the trees and keep them as an amenity to the project. Oak trees that are 6 inches in diameter (dbh) are protected under the City's Oak Tree Protection Ordinance. Tree protection is also required for work that may occur within the "critical root zone" of the trees. An Arborist Report (see Attachment 9) was prepared for this project which identifies oak tree mitigations to reduce potential impacts to a less than significant level. Mitigations help protect the health of oak trees that can be impacted by activities such as watering in the root zone or stacking materials or equipment in this area. Grading or other site disturbances in the root zone are controlled with mitigation measures to protect tree roots by requiring hand cutting of roots, etc. With implementation and use of special techniques for site disturbance as described in the measures, no significant effects will result from the proposed project.

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

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

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

Discussion: Since this is an infill site and was previously developed, and has continually been fenced in and is not within a migration corridor of any type, development of this site would not impact native resident or migratory fish or wildlife species.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

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

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

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

V. CULTURAL RESOURCES: Would the project:

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

Discussion (a-d):

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

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

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

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

VI. GEOLOGY AND SOILS: Would the project:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

VII. GREENHOUSE GAS EMISSIONS: Would the project:

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

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

	Source	CO_2e annual metric tons
		2 2
		2
		2
		2
		2
		5

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

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

In November of 2013, the City of Paso Robles adopted a qualified Climate Action Plan (CAP). The adopted plan includes a "Compliance Checklist" identifying mandatory and voluntary actions to reduce greenhouse gas emissions. Attachment 5, to this environmental study (Appendix D of the GHG Study) lists actions that should be implemented by the project's sponsor to achieve greenhouse gas reductions consistent with the City's compliance checklist.

The project sponsor has accepted all required actions and has committed to taking additional voluntary actions to reduce greenhouse gas emissions, consistent with the Climate Action Plan, therefore impacts on greenhouse gas emissions will be less than significant with the following mitigation measures incorporated. See Mitigation Measures GHG1-GHG3 in the mitigation summary Attachment 9.

The Promenade project is exceptional in the quantity of design and operational features that can reduce the production of greenhouse gasses. The project is uniquely located adjacent to a transit center and this offers opportunities to reduce auto use. Also, guests at a hotel with valet parking would likely generate fewer trips than is assumed in the City's general model for estimating trip production and the forecasts generated in this report. The square footage of the restaurant basement is included in the computation of floor area but it is unlikely this would produce significant volumes of traffic. There is also an excellent potential for linking

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

events at the PAC with local restaurants offering pre-or-post theater dining.

The project proposes a number of mitigation actions that are qualitative, but demonstrate consistency with City CAP. These include;

- The project is adjacent to the Paso Robles Transit Center which should increase its transit accessibility.
- The project has a solar PV system that will generate 50-60 mW of electric solar power, lessening dependence on imported energy.
- The parking structure serves more than the needs of the project. It is consistent with the City's "park once" policy and will contribute to infill development which should reduce sprawl and promote transit use.
- The project is at the confluence of the City's planned bikeway network. A Class 2 bikeway is proposed bordering the project. A Bike Boulevard is planned a block away and there will be direct access to bike trails along the Salinas River.
- The hotel, with its location next to the Amtrak station could be a center for a vehicle free visit to the city. Frommer's guide already includes proposals for a rail excursion from the Bay Area with an overnight at Paso Robles and wine tasting at the downtown tasting rooms. The Coast Starlight connects with Los Angeles and San Francisco and the Frommer Guide recommends the San Francisco link as an ideal, car free holiday destination. Other California cities are served by Amtrak trains, including links to the central valley.
- Having a hotel and restaurant adjacent to the Performing Arts Center presents additional opportunities to "package" events and eliminate separate trips.

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

Discussion: With implementation of GHG-reduction mitigation measures sufficient to reduce project-related GHG's to below the SLO APCD's GHG threshold of significance (1,150 $MTCO_2e$/year), this impact would be considered less than significant, and would not conflict with the policies of SLO APCD or the City's CAP.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

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

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

	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?	☐	☐	☒	☐

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

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

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

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

Discussion: The project site is not identified as a hazardous site per Government Code Section 65962.5.

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

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

Discussion: (VIII e & f) The project site is not located within an airport land use plan, within two miles of a public airport or public use airport, or within the vicinity of a private airstrip.

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

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

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

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

IX. HYDROLOGY AND WATER QUALITY: Would the project:

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

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

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

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., Would the production rate of pre-existing nearby wells drop to a level which would not support existing land uses or planned uses	☐	☐	☒	☐

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

for which permits have been granted)? Would decreased rainfall infiltration or groundwater recharge reduce stream baseflow? (Source: 7)

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

In light of the current drought situation and reports of declining groundwater levels in the Paso Robles Groundwater Basin ("the basin"), the City established a groundwater stewardship policy to not expand dependency on the basin over historic use levels/pumping from the City's peak (pumping) year of 2007. Additionally, to address drought concerns, and in compliance with State law and water reduction requirements, the City has implemented a comprehensive water conservation program to reduce water consumption citywide since 2009. The City has exceeded State-required water conservation measures since the program was established. Additionally, the City augmented water supply and treatment capacity by procuring surface water from Lake Nacimiento and construction of delivery facilities to the City. This project will not affect the amount of groundwater that the City withdraws from the Paso Robles Groundwater Basin. Per the City's 2010 Urban Water Management Plan (UWMP), page 21:

> *"The City is progressing with its plans for a water treatment plant (WTP) to treat surface water received from Lake Nacimiento. The WTP is being designed to treat 4 million gallons per day (mgd), with construction to begin in 2015. The WTP can be expanded to treat 6 mgd to meet future demands (Paso Robles website, October 13, 2010). Specific facilities include a water treatment plant, treated water reservoir and pump station, transmission pipeline, appurtenances and other site improvements (Padre, 2008). Half of the initial 4,000 AFY Nacimiento allocation and half of the 4 mgd Phase 1 treatment plant capacity are to replace lost well production capacity and improve water quality. The remaining capacity is to provide for new development. In order to limit reliance on the highly-stressed groundwater basin new development—per City policy—is required to be served with surface and recycled water. Therefore, the second 1,400 AFY Nacimiento allocation, the 2 mgd treatment plant expansion, and recycled water infrastructure will be funded by development."*

The project proponent would be required to pay water connection fees for water service expansion and availability to mitigate its proportionate share of related impacts. Additionally, the City assigns "duty" factors that anticipate the amount of water supply necessary to serve various types of land uses. These factors are derived from determining the average water demands for each zoning district in the City. In this circumstance, the water supply necessary for development of commercial land uses permitted in the TC-1 Zone includes hotels, as well as other uses, and is incorporated into the water demand assumptions of the UWMP. As noted above, the City has augmented future reliance on groundwater resources to surface water resources, and commercial development has been accounted for in the overall water projections and demand for the City. As noted in the Project Description, the proposed project would be served with the City's municipal water supply system. Since the City's water supply, as documented in the UWMP, is not reliant on increased groundwater pumping for new development, it demonstrates adequate water supply procured from Lake Nacimiento to accommodate the projected growth in the City and it demonstrates that this project will have adequate water supply available, and will not further deplete or in any way affect, change or increase water demands on the basin.

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

In addition, in compliance with recently adopted updates to the applicable code sections of the California Green Building Code (adopted by the City in 2013), the project will be required to install more restrictive water-conserving plumbing fixtures than what would have previously been required in 2010 when the UWMP was adopted. The City also implements the State Landscape Water Conservation regulations, which requires further reductions in water demand for landscaping. Additionally, in compliance with the City's Climate Action Plan adopted in 2013, "Project Consistency Checklist", Appendix C, the applicant will be incorporating landscape water fixtures and drought-resistant landscaping that will achieve a 20 percent reduction in water demand above what is required by State law.

In addition, a Water Conservation Analysis was completed by Andy Pease of Balance Green Consulting (Attachment 6). The Analysis outlines different water saving options as well as quantifies water saving strategies. The project can achieve water saving through a combination of water conserving fixtures, efficient landscaping and irrigation, and use of grey water and/or rainwater catchment.

The water-saving strategies outlined in the report are as follows:
1. Water Conservation Fixtures
2. Water Conserving Landscape
3. High Efficiency washing equipment
4. Recycling Laundry Water
5. Rainwater Catchment
6. Gray water use for landscaping
7. Gray water use for cooling tower
8. Gray water use for indoor plumbing

The letter indicates that based on the analysis, it is assumed that the project would incorporate strategies 1, 2, 3, and 4. As the design develops and costs are further refined, options 5-8 will be considered.

With utilizing strategies 1-4 it is expected that an additional 1,280,000 gallons of water per year can be saved, or a 36 percent baseline savings. With the addition of strategies 5-8 a total of 2,010,000 gallons of water per year could be saved.

Thus, the project will implement *all* best management practices available to reduce water demands over "business-as-usual" and what is anticipated in the UWMP. In addition the project will use water conserving plumbing fixtures, water conserving landscaping, high efficiency washers, recycled laundry water, and the possibility of utilizing gray water systems, for additional water savings over the "business-as-usual" practices. Therefore, this project will result in less than significant impacts to the groundwater supplies used by the City.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Source: 10)	☐	☐	☒	☐

Discussion: The drainage pattern on the site would not be substantially altered with development of this project since site development will generally maintain the existing, historic drainage pattern of the property, and new hydromodification drainage will be maintained on the site. Additionally, surface flow would be directed to drainage areas for percolation into bioswale drainage features on the property or within the adjacent right of way areas. There are no streams, creeks or rivers on or near the project site that could be

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

impacted from this project or result in erosion or siltation on- or off-site. Therefore, impacts to drainage patterns and facilities would less than significant.

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

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

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

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

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

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

g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒

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

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

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

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒

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

j.	Inundation by mudflow?	☐	☐	☐	☒

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

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

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

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

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

X. LAND USE AND PLANNING: Would the project:

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

Discussion: The project is largely surrounded by undeveloped, vacant property to the west and north. Highway 101 is located to the east and SR 46W is locate to the south. There is no established community within the project vicinity. Therefore, the project will not physically divide an established community.

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

Discussion: As a mixed-use project including the proposed hotel, retail, restaurant, and performing arts uses, the project is consistent with the with the Downtown Commercial General Plan Land Use Designation and the Town Center-1 zoning. The project proponent is requesting a modification to the Uptown Town Center Specific Plan to allow for exception to the 50 foot height limit of the TC-1 zoning district. As demonstrated in Section I, Aesthetics (of this study), exceeding the height limit would not result in significant aesthetic-related environmental effects, and in compliance with meeting specific criteria and making established findings, the project would not conflict with the applicable zoning.

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

The project site design is also consistent with the Gateway Design Standards. There are no other plans that apply to the property. Therefore, the project does not conflict with applicable plans or policies adopted to avoid or mitigate environmental effects.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion: There are no habitat conservation plans or natural community conservation plans established in this area of the City. Therefore, there could be no conflicts with conservation plans.

XI. MINERAL RESOURCES: Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Source: 1)	☐	☐	☐	☒

Discussion: There are no known mineral resources at this project site.

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Source: 1)	☐	☐	☐	☒

Discussion: There are no known mineral resources at this project site.

XII. NOISE: Would the project result in:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: 1)	☐	☒	☐	☐

Discussion:

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

The Noise Study indicates that the design for the Pine Street Promenade is exemplary in that the most noise sensitive activities are not located in the most acoustically exposed areas on the eastern side of the buildings. Only two of the 106 hotel rooms are oriented in this direction. The access corridor for the offices in the office section is at the eastern side of the office spaces, providing a level of acoustic screening for sounds coming from that direction.

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

While the orientation of the building in relation to the train tracks reduces a significant amount of noise from the exterior and interior areas, the Noise Consultant has provided a list of measures that could reduce exterior to interior transmission of sound by 25 dBA. With the incorporation of mitigation measures N1-N7 into the project, impacts on this project from noise would be less than significant.

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

Discussion: The Vibration Study provided an analysis taking in consideration the vibration of a train passing the site at a speed of 20mph at a distance of 50-feet. The analysis indicates that ground vibration would be distinctly perceptible, but below a level where it would be considered disturbing, and therefore the report concludes that the exposure to excessive ground borne vibration or ground borne noise levels on people, with the incorporation of mitigation measures N1-N7 into the project, impacts on this project from vibration would be less than significant.

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

Discussion: The noise study indicates that noise will be produced by vehicle movement in the parking areas; however the vehicle noise will not significantly increase noise beyond that already experienced, because of downtown traffic or the railroad. For areas that are in the acoustic shadow of the project structures, the present ambient noise will be reduced. Therefore, the possibility of the project creating substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, will be less than significant.

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

Discussion: During the construction phase of the project, there will be temporary increase in ambient noise levels in the project vicinity above levels existing without the project. However, the City allows construction activities that temporarily exceed the standards if the work conforms to guidelines for construction activities, such as only operating construction equipment during the hours of 7am to 7pm. Meeting the requirements of the City Building Department with the issuance of building and grading permits related to hours in which construction activities can occur, will address construction noise. Therefore, the impacts of temporary and periodic increase in ambient noise levels in the project vicinity will be less than significant.

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

Discussion: The 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.

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

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

Discussion (a&b):

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

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

Discussion:

A Traffic Report was prepared by Orosz Engineering Group for this project (June 2014, see Attachment 8). The traffic report summarizes the trip generation, traffic impacts and parking operations analysis for the project.

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

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

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

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

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

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

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

Discussion: See XVI a. above. Additionally, the project site is located adjacent to the City's Transportation Center which will provide pedestrian connections from the Center to the project. Therefore, impacts related to congestion management will be less than significant level.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

Discussion: The project site is not located within an airport land use planning area.

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

Discussion: There are no hazardous design features associated with this project that could result in safety hazard impacts from this project.

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

Discussion: The project will not impede emergency access, and per the City Engineering Standards and Specifications, City Zoning Code, Section 22.22.080, and the California Fire Code, the project access is designed in compliance with all emergency access safety features to City emergency access standards (e.g. a paved 25 foot wide access driveway, required turning radius and turnarounds, etc.).

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

Discussion: The project incorporates multi-modal transportation facilities and access such as sidewalks, and walkways, and a transit stop at the adjacent Transpiration Center. Therefore, it does not conflict with policies and plans regarding these facilities.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

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

Discussion: The project will comply with all applicable wastewater treatment requirements as required by the City, the Regional Water Quality Control Board, and the State Water Board Therefore, there will be less than significant impacts resulting from wastewater treatment from this project.

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

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

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

Discussion: All new stormwater resulting from this project will be managed on the project site, and will not enter existing storm water drainage facilities or require expansion of new drainage facilities. Per the Storm Water Control Plan prepared for this project, stormwater will be controlled through several types of facilities. These include constructing the parking lot and flatwork areas to convey stormwater to landscaped bioswales,

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

installation of pervious paving materials in the rear parking lot area, installing a rooftop drainage cistern system for use on landscaping, and a drainage retention basin. Therefore, the project will not impact the City's storm water drainage facilities.

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

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

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

Discussion: Per the WWMP, the capacity of the City's wastewater treatment plant is 4.9 million gallons per day (MGD). Existing flows to the wastewater treatment plant are approximately 2.9 MGD, so the plant has a remaining capacity of 2 MGD.

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

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

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

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

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

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

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

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

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

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

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

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

Based on substantial evidence in the record, potential impacts identified related to air quality, GHG emissions, noise and biological, are not cumulatively considerable. There are no other development projects currently being considered in the near vicinity. There are no probable future projects be contemplated at this time.

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

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

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

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

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

EARLIER ANALYSIS AND BACKGROUND MATERIALS.

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

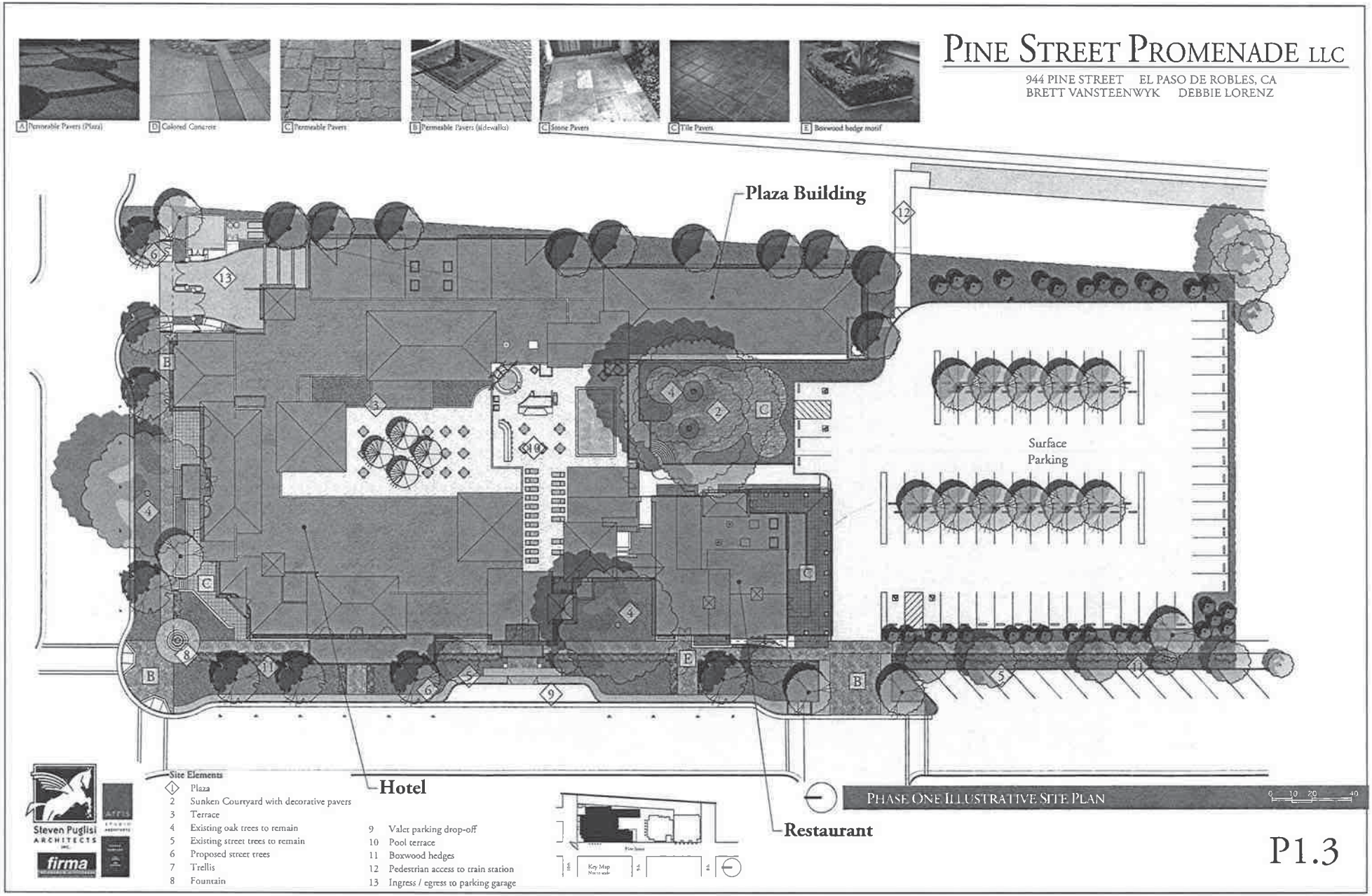
Earlier Documents Prepared and Utilized in this Analysis and Background / Explanatory Materials

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

Attachments:

1. Vicinity Map
2. Site Plan
3. Table 3-5 of APCD Handbook
4 Air Quality and GHG Assessment
5. Arborist Report
6. Water Conservation Analysis
7. Noise Assessment
8. Traffic Study
9. Mitigation Measures Summary
10. Mitigation Monitoring and Reporting Program

Attachement 1
Vicinity Map
PD 14-001
(Promenade)



Attachement 2a
Site Plan - Phase I
PD 14-001
(Promenade)

Site Elements

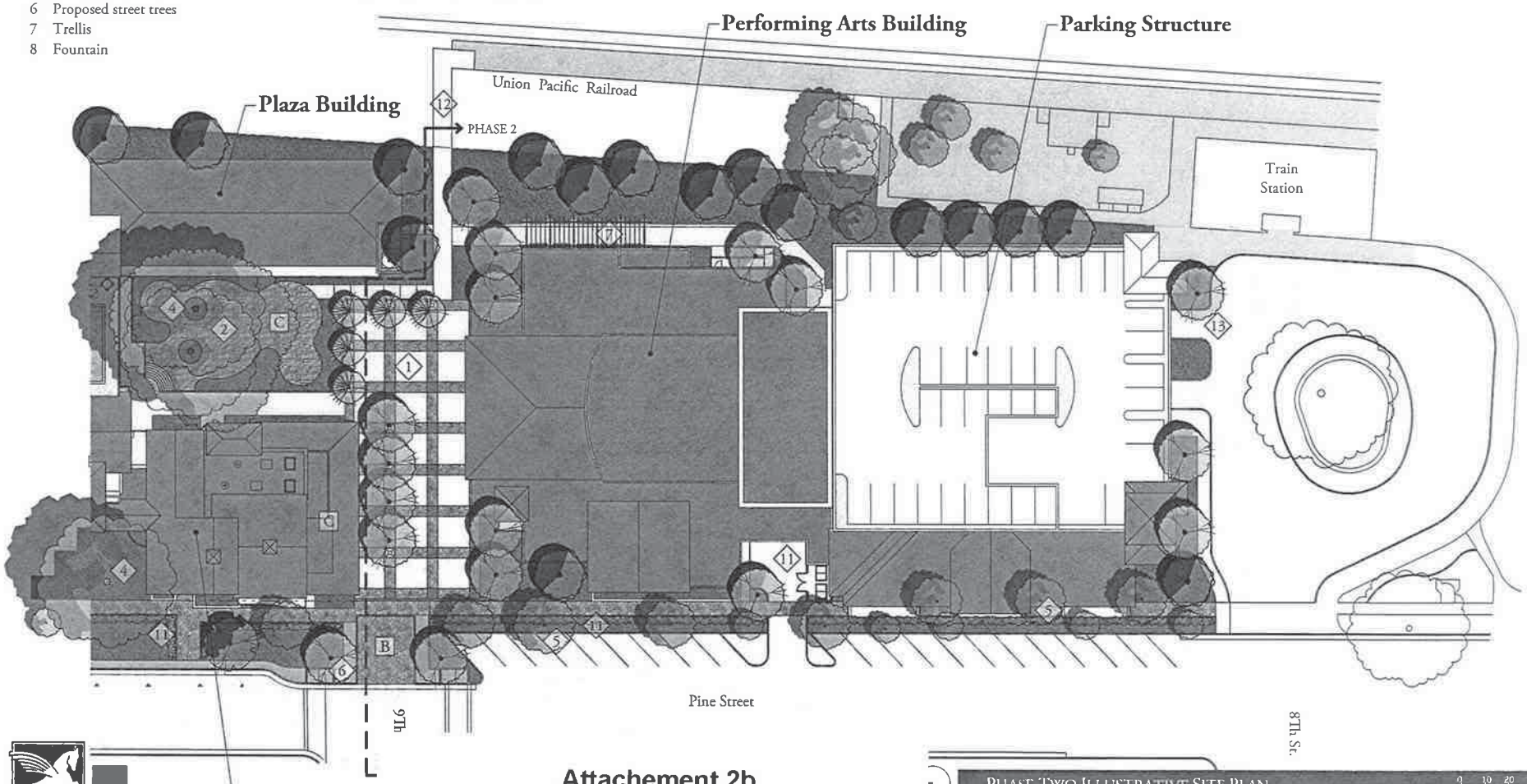
1. Plaza
2. Sunken Courtyard with decorative pavers
3. Terrace
4. Existing oak trees to remain
5. Existing street trees to remain
6. Proposed street trees
7. Trellis
8. Fountain
9. Valet parking drop-off
10. Pool terrace
11. Boxwood hedges
12. Pedestrian access to train station
13. Ingress / egress to parking garage

Key to Site Finishes

- A Permeable Pavers (plaza)
- B Permeable Pavers (sidewalks)
- C Tile / Stone Pavers

PINE STREET PROMENADE LLC

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



Steven Puglisi ARCHITECTS
firma

Attachement 2b
Site Plan - Phase II
PD 14-001
(Promenade)

PHASE TWO ILLUSTRATIVE SITE PLAN

0 10 20 40

P3.2

Table 3-5: Mitigation Measures

LAND USE Residential (R) Commercial (C) Industrial (I)	Measure Type	MITIGATION MEASURE	POLLUTANT REDUCED Ozone (O) Particulate (P) Diesel Particulate Matter (DPM) Greenhouse Gas (GHG)
R, C, I	Site design, Transportation	Improve job / housing balance opportunities within communities.	O, P, GHG
R, C, I	Site design	Orient buildings toward streets with automobile parking in the rear to promote a pedestrian-friendly environment.	O, P, GHG
R, C, I	Site design	Provide a pedestrian-friendly and interconnected streetscape to make walking more convenient, comfortable and safe (including appropriate signalization and signage).	O, P, GHG
R, C, I	Site design	Provide good access to/from the development for pedestrians, bicyclists, and transit users.	O, P, GHG
R, C, I	Site design	Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.	O, P, GHG
R, C, I	Site design	Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. Design should provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance native drought resistant trees.[3] Underground Parking	O P GHG
R, C, I	Site design	Pave and maintain the roads and parking areas.	P
R, C, I	Site design	Driveway design standards (e.g., speed bumps, curved driveway) for self-enforcing of reduced speed limits for unpaved driveways.	P
R, C, I	Site design	Use of an APCD-approved suppressant on private unpaved roads leading to the site, unpaved driveways and parking areas; applied at a rate and frequency that ensures compliance with APCD Rule 401, visible emissions and ensures offsite nuisance impacts do not occur.	P
R, C	Site design	Development is within 1/4 mile of transit centers and transit corridors.	O, P, GHG
R, C	Site design	Design and build compact communities in the urban core to prevent sprawl.	O, P, GHG
R, C	Site design	Increase density within the urban core and urban reserve lines.	O, P, GHG
R, C	Site design	For projects adjacent to high-volume roadways or railroad idling zones, design project to include provide effective buffer zone between the source and the receptor.	DPM
R, C	Site design	For projects adjacent to high-volume roadways, plant vegetation[4] between receptor and roadway.	DPM, P
R	Site design	No residential wood burning appliances.	O, P, GHG
R, C, I	Site design, Transportation	Incorporate traffic calming modifications to project roads, such as narrower streets, speed platforms, bulb-outs and intersection designs that reduce vehicles speeds and encourage pedestrian and bicycle travel.	O, P, GHG
R, C, I	Site design, Transportation	Increase number of connected bicycle routes/lanes in the vicinity of the project.	O, P, GHG
R, C, I	Site design, Transportation	Provide easements or land dedications and construct bikeways and pedestrian walkways.	O, P, GHG
R, C, I	Site design, Transportation	Link cul-de-sacs and dead-end streets to encourage pedestrian and bicycle travel to adjacent land uses.	O, P, GHG
R, C, I	Site design, Transportation	Project is located within one-half mile of a 'Park and Ride' lot or project installs a 'Park and Ride' lot with bike lockers in a location of need defined by SLOCOG.	O, P, GHG
C, I	Site design, Transportation	Provide onsite housing for employees.	O, P, GHG

3 Trees must be maintained for life of project

4 Certain types of vegetation provide maximum effectiveness. Vegetation must be maintained over the life of the project.

Attachement 3
APCD Table 3-5
PD 14-001
(Promenade)

LAND USE Residential (R) Commercial (C) Industrial (I)	Measure Type	MITIGATION MEASURE	POLLUTANT REDUCED Ozone (O) Particulate (P) Diesel Particulate Matter (DPM) Greenhouse Gas (GHG)
C, I	Site design, Transportation	Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment.	O, P, GHG
C, I	Site design, Transportation	Provide employee lockers and showers. One shower and 5 lockers for every 25 employees are recommended.	O, P, GHG
C, I	Site design, Transportation	Parking space reduction to promote bicycle, walking and transit use.	O, P, GHG
R	Site design	Tract maps resulting in parcels of one-half acre or les shall orient at least 75% of all lot lines to create easy due south orientation of future structures.	GHG
R	Site design	Trusses for south-facing portions of roofs shall be designed to handle dead weight loads of standard solar-heated water and photovoltaic panels. Roof design shall include sufficient south-facing roof surface, based on structures size and use, to accommodate adequate solar panels. For south facing roof pitches, the closest standard roof pitch to the ideal average solar exposure shall be used.	O, GHG
R, C, I	Energy efficiency	Increase the building energy rating by 20% above Title 24 requirements. Measures used to reach the 20% rating cannot be double counted. Title 24 2008	O, GHG
R, C, I	Energy efficiency	Plant drought tolerant, native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer.[5]	O, GHG
R, C, I	Energy efficiency	Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.	O, DPM, GHG
R, C, I	Energy efficiency	Install high efficiency heating and cooling systems.	O GHG
R, C, I	Energy efficiency	Orient 75 percent or more of homes and/or buildings to be aligned north / south to reduce energy used to cool buildings in summer.	O GHG
R, C, I	Energy efficiency	Design building to include roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows (passive solar design).	O, GHG
R, C, I	Energy efficiency	Utilize high efficiency gas or solar water heaters.	O, P, GHG
R, C, I	Energy efficiency	Utilize built-in energy efficient appliances (i.e. Energy Star®).	O, P GHG
R, C, I	Energy efficiency	Utilize double-paned windows.	O, P, GHG
R, C, I	Energy efficiency	Utilize low energy street lights (i.e. sodium). LED	O, P, GHG
R, C, I	Energy efficiency	Utilize energy efficient interior lighting.	O, P, GHG
R, C, I	Energy efficiency	Utilize low energy traffic signals (i.e. light emitting diode).	O, P, GHG
R, C, I	Energy efficiency	Install door sweeps and weather stripping (if more efficient doors and windows are not available).	O, P, GHG
R, C, I	Energy efficiency	Install energy-reducing programmable thermostats.	O, P, GHG
R, C, I	Energy efficiency	Participate in and implement available energy-efficient rebate programs including air conditioning, gas heating, refrigeration, and lighting programs. Savings by Design	O, P, GHG

5 Trees must be maintained for the life of the project

LAND USE Residential (R) Commercial (C) Industrial (I)	Measure Type	MITIGATION MEASURE	POLLUTANT REDUCED Ozone (O) Particulate (P) Diesel Particulate Matter (DPM) Greenhouse Gas (GHG)
R, C, I	Energy efficiency	Use roofing material with a solar reflectance values meeting the EPA/DOE Energy Star® rating to reduce summer cooling needs.	O, P, GHG
R, C, I	Energy efficiency	Utilize onsite renewable energy systems (e.g., solar, wind, geothermal, low-impact hydro, biomass and bio-gas).	O, P, GHG
R, C, I	Energy efficiency	Eliminate high water consumption landscape (e.g., plants and lawns) in residential design. Use native plants that do not require watering and are low ROG emitting.	O, GHG
R, C, I	Energy efficiency	Provide and require the use of battery powered or electric landscape maintenance equipment for new development.	O, GHG
C, I	Energy efficiency	Use clean engine technologies (e.g., alternative fuel, electrification) engines that are not subject to regulations.	O, DPM, GHG
R, C, I	Transportation	Provide and maintain a kiosk displaying transportation information in a prominent area accessible to employees and patrons.	O, P, GHG
R, C, I	Transportation	Develop recreational facility (e.g., parks, gym, pool, etc.) within one-quarter of a mile from site.	O, P, GHG
R, C, I	Transportation	If the project is located on an established transit route, provide improved public transit amenities (i.e., covered transit turnouts, direct pedestrian access, covered bench, smart signage, route information displays, lighting etc.).	O, P, GHG
R, C, I	Transportation	Project provides a display case or kiosk displaying transportation information in a prominent area accessible to employees or residents.	O, P, GHG
R, C, I	Transportation	Provide electrical charging station for electric vehicles.	O, P, GHG
R, C, I	Transportation	Provide neighborhood electric vehicles / car share program for the development.	O, P, GHG
R, C, I	Transportation	Provide bicycle-share program for development.	O, P, GHG
R, C, I	Transportation	Provide preferential parking / no parking fee for alternative fueled vehicles or vanpools.	O, P, GHG
R, C, I	Transportation	Provide bicycle lockers for existing 'Park and Ride' lots where absent or insufficient.	O, P, GHG
R C I	Transportation	Provide vanpool, shuttle, mini bus service (alternative fueled preferred).	O, P, DPM, GHG
C, I	Transportation	Provide secure on-site bicycle indoor storage, lockers, or racks.	O, P, GHG
C, I	Transportation	For large developments, provide day care facility on site.	O, P, GHG
C, I	Transportation	Provide on-site bicycle parking both short term (racks) and long term (lockers, or a locked room with standard racks and access limited to bicyclist only) to meet peak season maximum demand. One bike rack space per 10 vehicle/employee space is recommended.	O, P, GHG
C, I	Transportation	On-site eating, refrigeration and food vending facilities	O, P, GHG
C, I	Transportation	Implement a Transportation Choice Program to reduce employee commute trips. The applicant shall work with Rideshare for free consulting services on how to start and maintain a program.	O, P, GHG
C, I	Transportation	Provide incentives (e.g., bus pass, "Lucky Bucks", etc.) to employees to carpool/vanpool, take public transportation, telecommute, walk bike, etc.	O, P, GHG
C, I	Transportation	Implement compressed work schedules (i.e., 9–80s or 4–10s).	O, P, GHG
C, I	Transportation	Implement a telecommuting program.	O, P, GHG
C, I	Transportation	Implement a lunchtime shuttle to reduce single occupant vehicle trips.	O, P, GHG

LAND USE Residential (R) Commercial (C) Industrial (I)	Measure Type	MITIGATION MEASURE	POLLUTANT REDUCED Ozone (O) Particulate (P) Diesel Particulate Matter (DPM) Greenhouse Gas (GHG)
C, I	Transportation	Include teleconferencing capabilities, such as web cams or satellite linkage, which will allow employees to attend meetings remotely without requiring them to travel out of the area.	O, P, DPM, GHG
C, I	Transportation	If the development is or contains a grocery store or large retail facility, provide customers home delivery service in clean fueled vehicles	O, P, DPM, GHG
C, I	Transportation	At community event centers (i.e., amphitheaters, theaters, and stadiums) provide valet bicycle parking.	O, P, GHG
C, I	Transportation	Implement a "No Idling" program for heavy-duty diesel vehicles, which includes signage, citations, etc.	DPM, GHG
C, I	Transportation	Develop satellite work sites.	O, GHG
C, I	Transportation	Require the installation of electrical hookups at loading docks and the connection of trucks equipped with electrical hookups to eliminate the need to operate diesel-powered TRUs at the loading docks.	DPM, GHG
C, I	Transportation	If not required by other regulations (ARB's on-road or off-road diesel), restrict operation to trucks with 2007 model year engines or newer trucks.	O, DPM, GHG
C, I	Transportation	If not required by other regulations (ARB's on-road or off-road diesel), require or provide incentives to use diesel particulate filters for truck engines.	DPM
R	Transportation	Provide storage space in garage for bicycle and bicycle trailers, or covered racks / lockers to service the residential units.	O, P, GHG
R	Transportation	Provide free-access telework terminals and/or wi-fi access in multi-family projects.	O, P, GHG
C	Transportation	Develop core commercial areas within 1/4 to 1/2 miles of residential housing or industrial areas.	O, P, GHG

3.8.3 Off-Site Mitigation

Operational phase emissions from large development projects that cannot be adequately mitigated with on-site mitigation measures alone will require off-site mitigation in order to reduce air quality impacts to a level of insignificance if emissions cannot be adequately mitigated with on-site mitigation measures alone. Whenever off-site mitigation measures are deemed necessary, it is important that the developer, lead agency and APCD work together to develop and implement the measures to ensure successful outcome. This work should begin at least six months prior to issuance of occupancy permits for the project.

The first step in determining whether off-site mitigation is required is to compare the estimated operational phase emissions to the APCD significance thresholds. If the sum of ROG + NO_x emissions exceeds 25 tons/year, off-site mitigation will be required. Off-site mitigation may also be required for development projects were emissions exceed the 25 lb/day threshold. Examples of projects potentially subject to off-site mitigation include rural subdivisions, drive-through facilities and commercial development located far from the urban core.

If off-site mitigation is required, potential off-site mitigation measures may be proposed and implemented by the project proponent following APCD approval of the appropriateness and effectiveness of the proposed measure(s). Alternatively, the project proponent can pay a mitigation fee based on the amount

Air Quality and Greenhouse Gas Impact Analysis

For the

Pine Street Promenade

Prepared by:

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Air Quality Study for the Pine Street Promenade

Project Description

This report examines the air quality impacts for the proposed Pine Street Promenade. The project includes a hotel, a restaurant, market, offices, and a Performing Arts Center (PAC) in downtown Paso Robles. Figure 1 shows an aerial of the project location with elements of the site plan superimposed. The project site, not including the parking, is 2.4 acres. Several existing structures on the site will be demolished.

Figure 1: Aerial View of the Project Site

The project is segmented into two phases. Phase 1 will be a 106 room hotel; four stories high, with a public market on the lower level. There will be an attached restaurant with indoor and outdoor seating. A separate office structure, the Plaza Building will also be constructed on the site. Phase 1 occupies the northern, 1.6 acres, of the site.

Phase 2 includes a 500 seat Performing Arts Center (PAC) that would be located on the remaining .8 acres. A 230 space parking structure would be constructed on City land to the south of the PAC. The parking structure includes commercial and office uses fronting onto Pine Street.

Plan Alternatives

There are uncertainties that need to be considered in evaluating this overall plan. Construction of the PAC is contingent on there being sufficient community support and commitment of resources. If the support is not available, the plan would change. Phase 2 with the PAC and the parking structure would not be constructed. The PAC site would be developed with alternate land uses.

The trip generation and parking analysis for the project dealt with this ambiguity by estimating traffic and parking needs, with and without the performing arts center[1]. If alternate development were to take place on the arts center site, it would be accompanied by parking sufficient to meet city code requirements. We have adopted a similar approach in conducting the air quality analysis. Because of the complexity of the multi-phased plan the air quality analysis will consider two different development scenarios; one with and one without the PAC.

[1] Orosz Engineering Group, Pine Street Promenade Trip Generation and Parking Analysis (2014)

The traffic study did not evaluate trips that might be generated by the 230 space parking structure; only those that were associated with the Pine Street Promenade and the PAC. The parking structure would serve the PAC but it would be "shared parking". The parking structure is exceptional in that its major role is to serve other downtown users and facilitate the "park once" policy of the City's Uptown/City Centre Specific Plan[2]. The "park once" policy is grounded in the notion that with centrally located parking, the need for individual trip making is reduced. The construction and operation of a sizable parking structure has air quality effects but it is problematic to equitably distribute the environmental costs and benefits. In this analysis, the parking structure will be given independent treatment. This will allow for future determinations on how to equitably assign the environmental costs to those that would benefit from its construction. It could also be determined how the longer term air quality benefits of a parking structure should be balanced against its direct impacts.

The components of the project considered in the air quality analysis are listed below:

- Hotel106 rooms (meeting rooms and spa)
- Market/Retail21,885 SF
- Plaza Office Building16,169 SF
- Restaurant 7,492 SF (indoor, outdoor, and basement)
- Parking - Hotel and Restaurant162 Enclosed Valet Spaces
- Parking for Offices and Restaurant86 Surface Spaces[3]
- Performing Arts Center500 Seats
- Additional Offices (Phase 2)7,082 SF
- Additional Commercial (Phase 2)3,541 SF
- Parking Structure230 spaces

Purpose of this Report

The environmental review for the project is managed by the City of Paso Robles following procedures specified by the California Environmental Quality Act (CEQA). As another agency responsible for permitting the project, the San Luis Obispo Air Pollution Control District (APCD) reviews the environmental studies and makes recommendations to the City. The CEQA guidelines specify that APCD significance criteria may be relied on to evaluate project impacts. The APCD has adopted an Air Quality Handbook (2012) to assist agencies, planners, and project sponsors in assessing air quality impacts and needed mitigations.

This study will evaluate the air quality impacts of the project using the technologies recommended in the Handbook. An air quality assessment model, CalEEmod, with defaults set to the San Luis Obispo County setting, is used for this purpose[4]. The APCD

[2] City of Paso Robles, Uptown/Town Centre Specific Plan (adopted 2011, updated 2013)
[3] Surface parking not needed if the PAC and parking structure is constructed.
[4] The assessment model was developed by the California Air Resources Board for estimating the air quality impacts of projects. http://www.caleemod.com/

Handbook defines criteria for determining the significance of impacts and links these to appropriate mitigation measures as required. The air quality model forecasts consider air contaminants as well as production of greenhouse gasses. Additionally, this study for the Pine Street Promenade, evaluates the project according to the policies of the City's recently adopted Climate Action Plan (2013).

The report includes responses to questions from the CEQA Checklist related to air quality impacts and greenhouse gas emissions. This section of the report proposes mitigation measures that lessen both the short term and longer term impacts of the project.

Air Quality Management

Air quality standards involve a tiering of Federal, State, Regional, and Local initiatives. The Federal Clean Air Act sets national air quality standards and delegates responsibilities for implementation to the States. California has been a leader in promoting air quality improvements and has its own standards that, in many cases, exceed federal requirements. The California Clean Air Act assigns planning and regulatory duties to local Air Quality Management Districts. These are made up of areas sharing similar meteorological settings, generally defined by assemblages of Counties. San Luis Obispo County is in the South Central Coast Air Basin along with Ventura and Santa Barbara Counties. Planning and administrative jurisdiction is assigned to the San Luis Obispo Air Pollution Control District (APCD).

The permit streamlining provisions of the California Environmental Quality Act (CEQA) are designed to consolidate the project reviews for all agencies with permitting responsibility for projects. In this case, the City of Paso Robles, as the lead agency for the review, will define the approval conditions on the Oaks Hotel Expansion. In doing this, the City will rely on specialists at the County Air Pollution Control District for technical guidance on air quality issues.

The Air Quality Setting

The most populated coastal portions of San Luis Obispo County enjoy relatively good air quality[5]. The Nipomo Mesa is impacted by windblown dust from the Oceano Dunes and ozone levels exceeding both federal and state standards have been measured in the eastern portion of the county. A report to the APCD board noted that, over the past decade, air contaminants have declined in the County[6]. Measurements made at air quality monitoring stations show that ozone levels remain highest in the eastern part of the county, but have declined elsewhere. Particulate matter counts (PM10) continue to show higher concentrations in the south county than other areas, with no decline.

In spite of normally clear skies, San Luis Obispo County is currently designated as nonattainment for the state's 1-hour and 8-hour ozone standards, as well as the state's 24-hour and annual standards for particulate matter less than 10 microns in diameter (PM10).

[5] Report to APCD Board, Larry Allen, November 13, 2013
[6] Ibid, Report to APCD Board.

In addition, the eastern portion of the county has been recently designated as marginally nonattainment for federal 8-hour ozone standards

Air quality data from a monitoring station in Paso Robles (maintained by the California Air Resources Board) shows that pollutant levels are within threshold standards[7]. Pollutant levels have declined over the last decade.

Assessing Air Quality Impacts

The computer model, CalEEMod, separately considers emissions produced during construction and continuing operation. The forecasts are presented in the form of daily averages under winter and summer conditions and as annual contributions. A discussion of the modeling assumptions is attached as Appendix B. This section includes information on input values that differ from the default values supplied by CalEEMod. Copies of the CalEEMod estimates for project emissions are included as Appendix C-1 for the project with the PAC, C-2 for the project without the PAC and C-3 for the parking structure.

The Construction Phase

Promenade with the PAC

Phase Name	Start Date	End Date	Days	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Demolition	1/1/2015	1/9/2015	7																								
Site Preparation	1/12/2015	1/16/2015	5																								
Grading	1/19/2015	2/13/2015	20																								
Building Construction	2/9/2015	9/16/2016	420																								
Architectural Coating	5/23/2016	12/30/2016	160																								
Paving	8/22/2016	12/16/2016	85																								

Promenade Without the PAC

Phase Name	Start Date	End Date	Days	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
Demolition	1/1/2015	1/9/2015	7																		
Site Preparation	1/12/2015	1/16/2015	5																		
Grading	1/19/2015	2/13/2015	20																		
Building Construction	2/9/2015	6/17/2016	355																		
Architectural Coating	12/25/2015	4/27/2016	89																		
Paving	5/27/2016	6/30/2016	25																		

Parking Structure

Phase Name	Start Date	End Date	Days	J	F	M	A	M	J	J	A
Demolition	1/1/2015	1/6/2015	4								
Site Preparation	1/7/2015	1/15/2015	7								
Grading	1/9/2015	1/19/2015	7								
Building Construction	1/20/2015	9/1/2015	161								
Architectural Coating	5/15/2015	8/21/2015	71								
Paving	8/17/2015	9/1/2015	12								

Figure 2: Construction Phases

Figure 2 shows the construction phases for the project in chart form, with and without the PAC. With the PAC included, construction will take two years. The associated parking structure would be completed in eight months. If the performing arts center is not

[7] Ibid.

included, the parking structure would not be constructed and the construction time is reduced to 18 months.

The different phases of construction involve differing sources and quantities of air contaminants. For example, during site preparation, dust and diesel exhaust are the major problematic contaminants while, as construction nears completion, the solvents used in paint and coatings become a major concern. Reactive Organic Gasses (ROG), along with Nitrogen Oxide (NOx), is significant because they jointly contribute to the creation of ozone. Particulate matter (PM) is also an issue, with the particulate material in diesel exhaust (DPM) a particular concern because it poses special health risks. The CalEEMod model does not directly produce estimates of DPM but it does estimate PM10 Exhaust which serves as a proxy.

Table 1 on the following page shows the CalEEMod estimates for the construction of the project with and without the performing arts center, and separately, for the parking structure. This is with no mitigations. The values show daily totals for winter and summer as well as quarterly quantities. Since the duration of the construction period is not the same for all scenarios, the quarterly values represent only the period when activities are taking place.

Table 2 shows how the emission estimates for the project compare with the threshold standards adopted by the APCD. The numbers that are **highlighted** on Table 1 are the values that are used in the comparisons.

	Threshold[1]			**Project**[2] **With PAC**		**Project**[2] **Without PAC**	
Pollutant	Daily	Quarterly Tier 1	Quarterly Tier 2	Daily	Quarterly	Daily	Quarterly
ROG + NOx (combined)	137 lbs	2.5 tons	6.3 tons	90.20	1.64	109.35	2.30
Diesel Particulate Matter (DPM)	7 lbs	0.13 tons	0.32 tons	3.00	0.06	3.00	0.06
Fugitive Particulate Matter (PM10), Dust		2.5 tons			0.11		0.11

1) *Daily and quarterly emission thresholds are based on the California Health and Safety Code and the CARB Carl Moyer Guidelines.*
2) *Details on the CalEEMod inputs are reported in Appendix B. The most significant assumptions are that; application of architectural coatings begins at the midpoint of the building construction period and the emission rate is averaged over this time, the daily maximum for DPM combines construction, paving, and application of architectural coatings. The quarterly estimates are based on the annual estimates produced by CalEEMod. For the project including the PAC, the quarterly number is ¼ of the 2016 annual. For the project without the PAC the quarterly number is ½ of the 2016 annual because, construction takes place during only half of the year.*

Table 2: Threshold Standards Compared with Project Construction Emissions
(with no mitigations)

The estimated emissions during the construction period for the project with and without the PAC any of the listed pollutants for the project, with or without the PAC.

With Performing Arts Center

Winter (Daily Total lbs)	ROG +NOx	PM10 Exhaust	PM10 Total
Demolition - 2015	35.51	1.90	3.59
Site Preparation - 2015	35.40	1.60	2.19
Grading - 2015	34.37	1.75	8.00
Building Construction - 2015	34.69	1.82	2.79
Building Construction - 2016	32.59	1.67	2.65
Architectural Coating - 2016	37.72	0.20	0.37
Paving - 2016	19.89	1.13	1.27
Sum: for Construction, Architectural Coating and Paving (2016)	90.20	3.00	4.29

Summer (Daily Total lbs)	ROG +NOx	PM10 Exhaust	PM10 Total
Demolition - 2015	35.41	1.90	3.59
Site Preparation - 2015	35.39	1.60	2.19
Grading - 2015	34.35	1.75	8.00
Building Construction - 2015	34.42	1.82	2.79
Building Construction - 2016	32.36	1.67	2.65
Architectural Coating - 2016	37.70	0.20	0.37
Paving - 2016	19.88	1.13	1.27
Sum: for Construction, Architectural Coating and Paving (2016)	89.93	3.00	4.29

Quarterly 2015 = Annual Tons/4	1.15	0.06	0.11
Quarterly 2016;= Annual Tons/4	1.64	0.05	0.08

Without the Performing Arts Center

Winter (Daily Total lbs)	ROG +NOx	PM10 Exhaust	PM10 Total
Demolition - 2015	35.51	1.90	3.59
Site Preparation - 2015	35.40	1.60	2.19
Grading - 2015	34.37	1.75	8.00
Building Construction - 2015	34.69	1.82	2.79
Building Construction - 2016	32.59	1.67	2.65
Architectural Coating - 2015	57.13	0.22	0.39
Architectural Coating - 2016	56.86	0.20	0.37
Paving - 2016	19.89	1.13	1.27
Sum : Construction, Architectural Coating and Paving (2016)	109.35	3.00	4.29

Summer (Daily Total lbs))	ROG +NOx	PM10 Exhaust	PM10 Total
Demolition - 2015	35.41	1.90	3.59
Site Preparation - 2015	35.39	1.60	2.19
Grading - 2015	34.35	1.75	8.00
Building Construction - 2015	34.42	1.82	2.79
Building Construction - 2016	32.36	1.67	2.65
Architectural Coating - 2015	57.11	0.22	0.39
Architectural Coating - 2016	56.84	0.20	0.37
Paving - 2016	19.88	1.13	1.27
Sum: Construction, Architectural Coating and Paving (2016)	109.07	3.00	4.29

Quarterly 2015 = Annual Tons/4	1.19	0.06	0.11
Quarterly 2016 = Annual Tons/2	2.30	0.06	0.09

The Parking Garage

Winter (Daily Total lbs)	ROG +NOx	PM10 Exhaust	PM10 Total
Demolition - 2015	13.49	0.88	0.97
Site Preparation - 2015	15.79	0.88	1.01
Grading - 2015	13.49	0.88	1.73
Building Construction - 2015	18.28	1.03	1.54
Architectural Coating - 2015	37.05	0.22	0.31
Paving - 2015	13.00	0.73	0.90
Sum: Construction, Architectural Coating and Paving (2015)	68.33	1.98	2.76

Summer (Daily Total lbs)	ROG +NOx	PM10 Exhaust	PM10 Total
Demolition - 2015	13.48	0.88	0.97
Site Preparation - 2015	15.79	0.88	1.01
Grading - 2015	13.48	0.88	1.73
Building Construction - 2015	18.14	1.03	1.54
Architectural Coating - 2015	37.04	0.22	0.31
Paving - 2015	12.98	0.73	0.90
Sum: Construction, Architectural Coating and Paving (2015)	68.16	1.98	2.75

Quarterly: Annual Tons/2.333	0.30	0.04	0.06

Table 1: Pollutants Associated with Project Scenarios During Construction

Emissions Associated with Construction of the Parking Structure

In the framework of CalEEMod a parking structure is not assumed to generate trips. The trip production is computed for the land use activities that make use of the parking. Because of this, the CalEEMod produces estimates of emissions produced during the construction of a parking facility but it does not produce forecasts related to future operations.

The parking structure will have 230 spaces and will occupy an area of .58 acres. The emissions during its construction period do not exceed the APCD thresholds as shown in Table 3 below.

	Threshold[1]			Parking Structure	
Pollutant	Daily	Quarterly Tier 1	Quarterly Tier 2	Daily	Quarterly[2]
ROG + NOx (combined)	137 lbs	2.5 tons	6.3 tons	68.33	0.30
Diesel Particulate Matter (DPM)	7 lbs	0.13 tons	0.32 tons	1.98	0.04
Fugitive Particulate Matter (PM10), Dust		2.5 tons			0.06

1) *Daily and quarterly emission thresholds are based on the California Health and Safety Code and the CARB Carl Moyer Guidelines.*
2) *Details on the CalEEMod inputs are reported in Appendix B. The most significant assumptions are that; application of architectural coatings begins at the midpoint of the building construction period and the emission rate is averaged over this time, the daily maximum for DPM combines construction, paving, and application of architectural coatings. The quarterly estimates are based on the annual estimates produced by CalEEMod. The quarterly estimates are 2.333 of the annual estimate since construction activity only takes place eight months of the year.*

Table 3: Threshold Standards Compared with Parking Structure Construction Emissions (with no mitigations)

The parking structure is to be built in association with the PAC and construction emissions should consider the combined effect. The worst case situation for daily emissions combines construction, application of architectural coatings and paving. As indicated in Figure 2, it is not likely that this worst case combination for the project and the parking structure would occur at the same time. Table 4, on the next page, shows the combined totals for the Promenade, including both the PAC and the parking structure. The situation depicted is one where both projects are started at the same time and the parking structure is completed before the completion of the entire project. When the parking structure is in its worst case phase the PAC will still be in its initial construction phase. (The numbers used are within cells that are tinted in blue on Table 1).

Combining the worst case scenario for the parking garage with the construction phase of the project gives totals for pollutants that are still within the thresholds established by the APCD. The recommended conditions for the project include a provision that construction work be scheduled so that the worst case daily emissions for the parking structure do not coincide with the worst case daily emissions for the Promenade and the PAC.

Pollutant	Threshold[1]			Parking Structure with Promenade and PAC	
	Daily	Quarterly Tier 1	Quarterly Tier 2	Daily	Quarterly[2]
ROG + NOx (combined)	137 lbs	2.5 tons	6.3 tons	103.02	1.45
Diesel Particulate Matter (DPM)	7 lbs	0.13 tons	0.32 tons	3.8	0.10
Fugitive Particulate Matter (PM10), Dust		2.5 tons			0.17

1) *Daily and quarterly emission thresholds are based on the California Health and Safety Code and the CARB Carl Moyer Guidelines.*
2) *Details on the CalEEMod inputs are reported in Appendix B. The most significant assumptions are that; application of architectural coatings begins at the midpoint of the building construction period and the emission rate is averaged over this time, the daily maximum for DPM combines construction, paving, and application of architectural coatings. The quarterly estimates are based on the annual estimates produced by CalEEMod. The quarterly estimates are 1/ 2.333 of the annual estimate for the parking structure and ¼ of the annual estimate for 2015 for the Promenade and PAC.*

Table 4: Threshold Standards compared to Construction Emissions for both the Parking Structure and the Promenade including the PAC (with no mitigations).

Asbestos Materials and Naturally Occurring Asbestos

Asbestos has been identified as a toxic air contaminant by the state Air Resources Board. Historically, it was used as a building material in a variety of applications including insulation and utility pipes. The project includes demolition of several structures that are on the site and materials containing asbestos could be encountered. These would require special handling and disposal. If utility pipelines are removed, the project could be subject to additional regulatory requirements. The recommended project conditions include the standard APCD conditions of approval to deal with a situation where asbestos containing materials are encountered during demolition.

Asbestos fibers are also present in natural silicate minerals such as serpentine and ultramafic rock. If these materials are present, soil disturbance could pose problems. But this is not an issue at this location. A geologic study was conducted and it was determined that no asbestos containing soils are present[8].

Impacts from Continuing Project Operations

The CalEEMod technology also produces estimates of air contaminants generated during future years of project operations. Vehicle travel by customers, hotel guests and employees accounts for most of the emissions. On-site equipment operation, maintenance and landscape work is also included in the computations. The estimates for the emissions created during future project operations are shown in Table 5 as they would be with no special mitigations. The table shows impacts for the scenarios with and without the PAC.

[8] GeoSolutions, 944 Pine: Review of Geological Conditions, (2014)

	Operations	ROG +NOx	CO	PM10 Exhaust	PM10 Total
SLOAPCD Threshold	lbs/day	25.00	550.00	25.00	1.25
	tons/year	25.00		25.00	
With PAC	lbs/day (Summer)	38.38	78.53	0.43	6.82
	lbs/day (Winter)	40.57	91.14	0.43	6.82
	tons/year	6.89	14.69	0.08	1.13
With No PAC	lbs/day (Summer)	33.29	62.70	0.38	5.46
	lbs/day (Winter)	35.03	72.66	0.38	5.46
	tons/year	5.92	11.52	0.07	0.89

Table 5: Threshold Standards for Continuing Operations Compared to Project Emissions (with no mitigations)

CalEEMod allows for the inclusion of mitigations, making adjustments to emissions forecasts. Table 6 shows the same operational categories as Table 5 but with mitigations included.

	Operations	ROG +NOx	CO	PM10 Exhaust	PM10 Total
SLOAPCD Threshold	lbs/day	25.00	550.00	25.00	1.25
	tons/year	25.00		25.00	
With PAC	lbs/day (Summer)	31.11	59.57	0.32	4.21
	lbs/day (Winter)	32.96	72.56	0.32	4.22
	tons/year	5.59	11.55	0.06	0.70
With No PAC	lbs/day (Summer)	27.43	47.99	0.28	3.44
	lbs/day (Winter)	28.90	58.24	0.29	3.45
	tons/year	4.88	9.13	0.05	0.56

Table 6: Threshold Standards for Continuing Operations Compared to Project Emissions (with mitigations)

The project exceeds the emission threshold for the daily production of ROG+NO_X both with and without mitigations but does not exceed the thresholds for other emissions. This is the case for both the scenarios including the PAC and the one without.

The CEQA handbook includes an extensive listing of actions that can be taken to reduce project emissions[9]. Projects that generate between 25 and 29 lbs/day of combined ROG+NOx are to implement at least 8 mitigation actions from the listing in the handbook[10] Projects that generate between 30 and 34 lbs/day of combined ROG + NOx are to select at least 14 mitigation measures from the listing. The project sponsor has identified 32 mitigation measures appropriate to the Promenade that are suitable for

[9] CEQA Air Quality Handbook, SLOAPCD, page 3-16
[10] Ibid, pages 3-17 to 3-20, Also reproduced in Appendix D of this report.

implementation and would reduce ROG + NOx emissions[11]. The handbook's listing of possible mitigation measures is included as Appendix D, with the ones most relevant to the Promenade project highlighted. The implementation of at least 18 of the mitigations should be made a project condition.

Greenhouse Gasses

Additionally, the CalEEMod technology provides estimates a project's contribution to the greenhouse gasses linked to concerns about global warming. It computes the "equivalent carbon dioxide" value (CO_2e) for the project which represents the cumulative warming potential for all emissions. The emissions during the construction period (amortized over 25 years) are included with CO_2e total for annual operations. The SLOAPCD has adopted a quantitative "bright line" threshold of 1,150 metric tons of CO_2e per year. Table 7, below, shows that the project, with the standard mitigations supplied to CalEEMod, exceeds this threshold for both the scenario that includes the PAC and the scenario that does not.

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

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

In addition to the "bright line" threshold the APCD includes compliance with a community's qualified greenhouse gas reduction strategy as an additional way of determining a project's compliance with state and local objectives[12]. If a project is consistent with a qualified greenhouse gas reduction plan adopted by a local government it is presumed the project will not have significant emission impacts and is consistent with AB 32 goals.

In November of 2013, the City of Paso Robles adopted a Climate Action Plan (CAP). It includes guidelines for project approvals and was adopted as a "qualified" plan. The adopted plan includes a "Compliance Checklist" identifying mandatory and voluntary actions to reduce the production of greenhouse gasses. Appendix D lists actions that

[11] The selected actions are listed in Appendix D.
[12] SLO County APCD, Greenhouse Gas Thresholds and Supporting Evidence, (2012), page 28.

should be implemented by the project's sponsor to achieve greenhouse gas reductions consistent with the City's guidelines.

The Promenade project is exceptional in the quantity of design and operational features that can reduce the production of greenhouse gasses. The project is uniquely located adjacent to a transit center and this offers opportunities to reduce auto use. Also, guests at a hotel with valet parking would likely generate fewer trips than is assumed in the City's general model for estimating trip production and the forecasts generated in this report. The square footage of the restaurant basement is included in the computation of floor area but it is unlikely this would produce significant volumes of traffic. There is also an excellent potential for linking events at the PAC with local restaurants offering pre or post theater dining. The project sponsor will work with the APCD and the City to minimize greenhouse gas emissions

Health Risks

The project is in the commercial and administrative center of Paso Robles. There are no designated residential uses within a thousand feet of the project and the City's zoning plan shows none in the future. While emissions would produce some level of risk there will not be long term exposure.

There are potential health risks if traffic produced by the project lowers the level of service at intersections causes traffic backups. The trip generation and parking analysis for the project did not identify any special congestion issues, although it did not include specific intersection capacity studies.

CEQA Determinations

The California Office of Planning and Research (OPR) has developed guidelines for administration of the State's Environmental Quality Act. These include a "Checklist" that is to assist local agencies in determining the significance of a project's multiple impacts[13]. This is organized as a series of questions with a rating scale indicating the level of concern. The format of this section of the report is based on these questions and includes the paragraph designations used in the Checklist. Each segment starts with a question from the CEQA Guidelines, followed by a response which, where appropriate, includes mitigation measures designed to reduce impacts to less than significant levels. Sections describing mitigation actions are preceded by the ■ symbol. Specific language for project conditions is included to assure compliance is also presented.

III a)Does the project conflict with or obstruct implementation of the applicable air quality plan?

The project, with recommended conditions, is not in conflict with applicable air quality plans. The analysis reported above shows that, while there are impacts, these impacts are below the significance thresholds established by the San Luis Obispo County APCD or,

[13] California Office of Planning and Research, Guidelines for Implementation of the California Environmental Quality Act Appendix G Environmental Checklist Form

in the several cases where thresholds are exceeded mitigations can be implemented to reduce impacts to less than significant levels.

III b)Does the project violates any air quality standard or contributes substantially to an existing or projected air quality violation?

The project, with recommended conditions, does not violate the standards of the local APCD. The district has been delegated responsibility for development of air quality improvement plans and regulation of projects in a way that meets the goals of that plan. While there have been air quality violations in the County, the Pine Street Promenade does not substantially contribute to non-attainment problems and the project and recommended mitigations are consistent with ACPD plans for the improvement of air quality.

- The duration of the period where architectural coatings is applied are significant in determining the daily emissions rate.

Condition: The project analysis assumes that during project construction the duration of the application of architectural coatings will require 138 days for the scenario with the PAC, 89 days for the scenario without the PAC, and 71 days for the parking structure. This pace of application should be made a condition for all scenarios.

- A geologic study has indicated that naturally occurring asbestos is not present at the site.

Condition: An exemption request is to be filed with the APCD for their concurrence.

- If demolition work encounters asbestos containing materials these are to be removed and disposed of in an appropriate manner. Should asbestos containing utility pipes be removed the APCD should be notified and requirements stipulated by federal and local agencies should be implemented.

Condition: The following APCD Standard Condition of Approval is added as a project condition:

Demolition of Asbestos Containing Materials
There are existing structures on the site that will be demolished. Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during demolition or remodeling of existing buildings. Asbestos can also be found in utility pipes/pipelines (transite pipes or insulation on pipes). If building(s) are removed or renovated; or utility pipelines are scheduled for removal or relocation, this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 for further information.

- The achievement of emission standards for the project is contingent on meeting the APCD requirements. Where project emissions for ROG+NOx exceeds the threshold limit of 25 lbs/day, implementation of mitigations is required. The APCD CEQA Handbook includes Table 3-5 listing possible mitigations. A project that generates between 25 and 29 lbs/day of combined ROG+NOx is to implement at least 8 mitigation actions from the listing in the handbook[14]. Projects that generate between 30 and 34 lbs/day of combined ROG + NOx are to select at least 14 mitigation measures from the listing. The project applicant is to provide documentation that the proposed actions are implemented and that they sufficient to reduce emissions to threshold levels for the selected construction scenarios.

- Some equipment that may be used during construction or during future operations may require additional permits. Activities that may require additional permits are listed in the APCD CEQA Handbook[15]. Potentially relevant activities include:
  - Portable generators and equipment with engines that are 50 hp or greater.
  - Electrical generation plants or the use of a standby generator.

The preceding analysis indicates that future operation of the project can increase the levels of the ozone precursors (ROG and NOx) above established APCD thresholds. However, the project can be conditioned to reduce levels to less than significant levels.

- The project should be conditioned to include multiple measures to lessen production of ROG and NOx. The project sponsor should incorporate at least 18 of the mitigation measures listed in Table 3-5 in the APCD CEQA Handbook with the objective of reducing emissions to less than threshold levels.

III d)	Does the project expose sensitive receptors to substantial pollutant concentrations?

The project is not within 1,000 feet of a residential area that is considered to be a sensitive.

III c)	Does the project 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)

Steps should be taken to limit the quantity of dust produced during site clearing and preparation.

- The APCD requires the following standard dust mitigation actions[16]:

[14] Ibid, pages 3-17 to 3-20, Also reproduced in Appendix D of this report.
[15] APCD CEQA Handbook, Technical Appendices, page 4-4
[16] SLOAPCD, CEQA Air Quality Handbook (2012)

Condition: The following expanded list of fugitive dust mitigation measures is made a condition of approval:

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 loosematerials 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 exitunpaved 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 dustemissions 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.

Additionally, add a condition saying that:

The contractor is to demonstrate that the off-road fleet that will be used is cleaner than the State-wide average by 10%.

III d)	Does the project create objectionable odors affecting a substantial number of people?

None of the activities proposed for the Pine Street Promenade would be expected to create objectionable odors affecting substantial numbers of persons.

VII a)	Does the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The preceding analysis used the Air Resources Board model, CalEEMod, to estimate the production of greenhouse gasses during construction and future operation of the project. The annual production of CO_2e exceeds the APCD "bright line" threshold. However, the project is designed to conform to the City's qualified greenhouse gas emission plan which reflects state requirements.

- The project sponsor should work cooperatively with City and APCD Staff to refine the estimates used in developing emissions forecasts, and to include other project features that will reduce production of greenhouse gasses.

Condition: The identified additional project features should be made a condition of approval. If off-site mitigations are required, the project sponsor should commit to sponsorship of these projects or to the state's greenhouse gas reduction initiatives.

VII b)	Does the project Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

The project, as conditioned, can be made consistent with standards for greenhouse gas emissions adopted by the APCD. The Climate Action Plan adopted by the City of Paso Robles includes a number of mandatory and voluntary actions that are to be followed in approval of projects. The project sponsor has accepted all required actions and has committed to taking additional voluntary actions to reduce greenhouse gas emissions, consistent with the Climate Action Plan.

Condition: Commitment to these actions should be made a condition of approval. Additionally:

a) The project sponsor should demonstrate how the project meets and exceeds the 2013 Title 24 standards.

b) The project shall have a solar PV system generating 50 – 60 kW

c) The hotel commits to having bikes for guests to rent where they can also tie into the Local and Regional transit systems

d) The project shall provide showers and changing areas for employees.

e) The project shall provide electric vehicle charging stations for patrons. Initially, two charging stations will be provided and the number increased proportionate to the increase in registration of electric cars.

f) The construction contractor will be required to use off-road vehicles that exceed the state average by 10%.

g) Irrigation and plumbing will meet CAL Green standards.

h) Greywater will be reused in toilets, cooling, or irrigation.

Evaluation of Migigation Measures against GHG Standards

The project proposes a number of mitigation actions that are not easy to quantify. These include;

The CalEEMod transit proximity component refers to a project being with a quarter mile of transit. The project is adjacent to the Paso Robles Transit Center which should increase its transit accessibility.

The project has a solar PV system that will generate 50-60 mW of power lessening dependence on imported energy.

The parking structure serves more than the needs of the project. It is consistent with the City's "park once" policy and will contribute to central area densification which should lessen sprawl and promote transit use.

The project is at the confluence of the City's planned bikeway network. A Class 2 bikeway is proposed bordering the project. A Bike Boulevard is a block away and there will be direct access to bike trails along the Salinas River.

The hotel, with its location next to the Amtrak station could be a center for a vehicle free visit to the city. Frommer's guide already includes proposals for a rail excursion from the Bay Area with an overnight at Paso Robles and wine tasting at the downtown tasting rooms. The Coast Starlight connects with Los Angeles and San Francisco and the Frommer Guide recommends the San Francisco link as an ideal, car free holiday destination. Other California cities are served by Amtrak trains, including links to the central valley.

Having a hotel and restaurant adjacent to the Performing Arts Center presents additional opportunities to "package" events and eliminate separate trips.

These and other proposed mitigations need to be defined and their emission reducing effects be appraised working with the City and the APCD.

Condition: The project sponsor shall work with the City and the APCD to implement reduction in greenhouse gas emissions to levels that are below the threshold of 1150 annual metric tons of CO_2e. If this goal is not achievable with project based emissions, the project sponsor shall pay off-site mitigation fees at a rate specified by the APCD.

Appendix A

Terminology and Acronyms

ACM Asbestos Containing Material
ADT Average Daily Trips
APCD San Luis Obispo County Air Pollution Control District
APS Auxiliary Power System
ARB California Air Resources Board
ATCM Air Toxics Control Measure
BACT Best Available Control Technology for Construction Equipment
CAAA 1990 Clean Air Act Amendments
CAMP Construction Activity Management Plan
CAP Clean Air Plan for San Luis Obispo County
CAPCOA California Air Pollution Control Officers Association
CEQA California Environmental Quality Act
CNG Compressed Natural Gas
CO Carbon Monoxide
CO2 Carbon Dioxide
CO_2eEquivalent Carbon Dioxide (measure of GHG)
DEIR Draft Environmental Impact Report
DOC Diesel Oxidation Catalyst
DPM Diesel Particulate Matter
EIR Environmental Impact Report
EPA United States Environmental Protection Agency
GHG Greenhouse Gases
HRA Health Risk Assessment
ITE Institute of Transportation Engineers
LNG Liquid Natural Gas
NESHAP National Emission Standard for Hazardous Air Pollutants
NOA Naturally Occurring Asbestos
NOP Notice of Preparation
NOxOxides of Nitrogen
PACPerforming Arts Center
PM Particulate Matter
PM2.5 Particulate Matter (less than 2.5 µm)
PM10 Particulate Matter (less than 10 µm)
ROG Reactive Organic Gases
SLO San Luis Obispo
TAC Toxic Air Contaminant
VDECS Verified Diesel Emission Control Systems
VMT Vehicle Miles Traveled

Appendix B

Modeling Assumptions for CalEEMod and Reporting

Treatment of Land Uses

The listing of land uses includes two regional commercial and two office entries. This was done to facilitate evaluation of the project, with or without the PAC. One component of the office designation refers to the Plaza Building included in Phase 1 of the project. The second component refers to offices uses that would be incorporated into the parking structure. The same parallel treatment is given to the retail components that are divided into two "regional commercial" land uses. One component represents the Marketplace planed for Phase 1 of the project and the remaining segment is the square footage of the retail space that is incorporated into the parking structure.

There is a time lag in development of project parking. When only Phase 1 is constructed, 86 spaces of existing parking will be used, located at the site of the future PAC. If the PAC is not constructed, the parking structure is also not constructed. The office and commercial development that would have been incorporated into the parking structure then is shifted to the site of the PAC. In this case, the design plan would include the 86 spaces serving the hotel and restaurant; plus an additional 27 spaces to serve the relocated office and commercial uses based on City requirements (a total of 113). The 86 spaces of already existing parking involves no construction and the added trip making associated with hotel and restaurant operations is accounted for in the analysis. The alternative, where the PAC and the parking structure are not constructed, the required 113 spaces of parking are included in the form a parking structure integrated with the offices and retail uses.

Maximum Daily ROG + NO_X

In computing the maximum daily ROG+NOx values shown in the tables and compared with APCD standards, is the combined daily total for Construction, Application of Architectural Coatings, and Paving. All these activities could occur simultaneously. This combined situation was considered for all scenarios.

Quarterly Values

The annual values computed by CalEEMod involve construction periods of differening durations for the project scenario with and without the PAC and for the parking garage. For both the PAC and no PAC scenarios, the quarterly number is ¼ of the annual total for year 2015. For the year 2016 the project with the PAC lasts for the full year and the quarterly figure is ¼ of the annual. In 2016, the project scenario without the PAC lasts half of the year and the quarterly figure is half of the annual.

Construction of the parking garage takes place over eight months. The quarterly emissions data are the annual estimated divided by 2.333.

Changes to CalEEMod Default Values

The CalEEMod emissions estimator supplies default values for project timing and for the quantity of emissions associated with project construction and future operations. These are based on averages obtained from appropriate technical sources and are reliable indicators of project impacts. More project and place specific information is often available and the CalEEMod estimator can be adjusted to make use of this supplementary information. The paragraphs that follow describe adjustments made to the estimator and the nature of the sources of data that were applied.

Construction Scheduling

While the project does not cover an extensive area it consists of a variety of uses; a hotel, a restaurant, offices, retail space as well as a Performing Arts center and parking structure. It is to be constructed on a parcel of land that has been cleared and leveled for previous uses. The default construction scheduling generated by CalEEMod presumes a site that requires clearing and leveling and a construction schedule that takes place in sequential stages.

The project engineer and architect were asked to develop estimates of the time required for construction, including the notion that not all of the project components would be undertaken in concert with each other. The estimates were made for the different scenarios; the project with and without the PAC. The parking garage was treated as a separate component and was assigned its own schedule. (This is presently a City parking area and construction time is abbreviated to minimize the loss of surface parking at this location.

In estimating daily construction emissions, a worst case example was used where several different construction phases were assumed to be taking place at the same time. These were construction, application of architectural coatings, and paving work. The finishing of the multiple projects components will take place at different times and it was assumed that the application of coatings and finish would be an ongoing process involving more time that assumed in the CalEEMod defaults. Also, the façade treatments for the project involve a diversity of finishes and textures that requires additional effort. Since this assumption is significant in terms of the associated production of daily emissions, the extended period for the application of architectural coatings is included as a requirement in the proposed project condition.

Trip Generation Rates

In estimating trip generation rates for projects, CalEEMod uses information developed by the Institute for Traffic Engineers (ITE). The numbers are based on land use activities and are based on data collected nationally.

The City of Paso Robles, sponsored a project to evaluate the trip generation rates for land uses within the city, based on locally collected data[17]. In the case of hotels, the per room trip generation rates were less than the national averages, probably reflecting the fact that many of hotels serve the stopover needs of travelers along Highway 101 and 46.

The CalEEMod assumes that a hotel room will generate 8.17 daily trips weekdays, 8.19 trips on Saturday and 5.95 on Sunday. The City's trip generation study indicated that hotels in Paso Robles produce 4.72 daily trips. The City study did not separate weekday and weekend use. Weekend data was extrapolated for CalEEMod input by proportioning the weekday to weekend trips the same as the default data; but using the lower overall trip generation rate. The City based values provided to CalEEMod are 4.71 trips per room weekdays, 4.73 Saturday and 3.43 Sunday.

The City trip generation rates were also used to describe the Office and Market components of the project. Again with weekday to weekend adjustment factors proportioned to the CalEEMod data. For the Office uses, the trip generation rates are 6.94 per square foot weekdays, 1.49 Saturday and 0.62 Sunday. The Marketplace concept is a departure from conventional shopping centers and the CalEEMod "regional shopping" land use is not an appropriate designation. The Marketplace concept resembles the organization of the Oxbow Public Market in Napa, where food stands, coffee bars, cheese shops, and a produce market share an open space that lets you walk between one stall and another. The City's rates for "downtown mixed use" were applied in CalEEMod. The trip generation rates for the Marketplace are 15.24 per thousand square feet weekdays, 15.24 Saturday and 8.96 Sunday.

Neither the CalEEMod collection of land uses or the City's travel forecasting model includes a Performing Arts Center. The closest approximation is the data for a movie theatre which is based on the number of seats for patrons. But the use of a movie theater is considerably more intensive than a PAC, which might host only a few performances a week rather than multiple daily seatings. The traffic report for the Promenade project assumed that the per seat trip generation rate for the PAC would be .93 trips. This number was used for both week days and weekend days in CalEEMod.

The restaurant trip generation rates were unchanged from the CalEEMod default values. This value is considered to be conservative in that the basement square footage of the restaurant was counted. This area would be used for special events and not for daily restaurant service.

Assumptions on Mitigations

The User Manual for CalEEMod does not include information on the model section dealing with Land Use and Site Enhancement. The special nature of the project design is a major feature of the Pine Street Promenade and a significant factor in assessing the operational emissions for the project and the production of greenhouse gasses. The

[17] Fehr & Peers. Paso Robles Travel Demand Forecasting Model, 2009

Sacramento Metropolitan Air Quality Management District has developed guidelines and commentary useful for addressing this issue and this report provided the basis for dimensioning the mitigations for the Pine Street project[18].

Project Setting

The "Project Setting" option is the equivalent of the "Compact Infill" option in the COPCOA mitigation measures report which is the basis for the mitigation values applied by CalEEMod[19]. The example given in the guidelines is a¸ "Four story mixed use development adjacent to a light rail system" which is a close approximation of the design and setting of the Pine Street Promenade.

Project Density

The CalEEMod assumes that employee density averages 20 employees per acre[20]. The proposed project has an employee density that is higher than this average. The hotel, the offices, and the restaurant are multistory. The floor area ration (FAR) is more than twice that of a single story structure. Also, the Marketplace concept features closely spaced spaces for individual vendors which would have an employee density that could be twice that of the default, regional commercial center (20 employees per acre). The employee density value entered into CalEEMod is twice the default value (40 employees per acre).

Increase Diversity

The diversity option is selected because the project is, "characterized by properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with functional interrelationships and a coherent physical design".

Improve Walkability

The fundamental concept of the project is to be a "promenade". The site presently is fenced from public access. The design for the project includes a wide pedestrian walkway across the center, with landscaping and seating. It connects the elements of the project externally and internally. It also widens the sidewalk along Pine Street and includes trees separating the sidewalks from vehicle traffic.

The project is adjacent to bikeways along Pine Street and Tenth Streets (which is programmed as a Type 2 bikeway. It is a block from the "Bicycle Boulevard" proposed for Riverside Road. The structure includes bike storage facilities and the hotel will provide guests with rental bicycles. The site neighbors the Paso Robles Transit Center that includes County bus and Amtrak services.

[18] Sacramento Metropolitan Air Quality Management District, Recommended Guidance for Land Use Emission Reductions, Version 3.1. June 2014
[19] Ibid. page 11.
[20] Based on CAPCOA, Quantifying Greehouse Gas Mitigation Measures, August 2010, page 155

The CalEEMod rates walkability in terms of intersections per square mile, a metric that is not descriptive of designs for individual projects. The value of 40 was entered as the intersection count to insure that the estimation for "walkability" was not counted as a negative. This value is interpreted by CalEEMod a providing a .01 % VMT reduction.

Destination and Transit Accessiblities

The project is located in the historic downtown of Paso Robles. The distance to City Hall is a tenth of a mile. This was entered as the Accessibilty value. The project is adjacent to the City's Transit Center. A value of a tenth of a mile was entered for this feature as well.

Neighborhood Enhancements

The multiple improvements in pedestrian access and bike facilities are described in the Walkability discussion above. Additionally, the project includes components that will reduce vehicle speeds and provide safer pedestrian walkways and street crossings. The site design includes a widening of the sidewalk on Pine Steet, adjacent to the hotel and marketplace which will have a traffic calming effect. It also includes pedestrian intersection improvements at the intersection of Pine and Tenth Street as well as a connecting crosswalk at the promenade across from the Ninth Street intersection. The improvements are assumed to affect 50% of the bordering roads and intersections.

Commuting Mitigations

The selections reflect policies and programs proposed by the project applicant.

Appendix C

CalEEMod Output

Appendix C presents the output files produced by CalEEMod for the project scenarios. The files are voluminous and are not replicated in this version of the report. The files Appendix C can be provided by the Community Development Department on request.

The page numbering system is maintained from the original full report.

C-1 is a copy of the report for the project with the Performing Arts Center

C-2 is a copy of the CalEEMod output for a scenario that does not include the Performing Arts Center or the parking structure.

C-3 is the CalEEMod report for the parking structure alone.

Appendix D

Actions taken to Reduce Ozone Precursor and Greenhouse Gas Emissions

The APCD has developed a listing of actions that can be taken to mitigate the production of Ozone Precursors (ROG+NOx), Diesel Particulate Matter (DPM), and Greenhouse Gas (GHG). These are presented in Table 3-5 in the APCD's CEQA Air Quality Handbook. The project proponent is required to select at least 18 actions from the list to mitigate impacts that exceed the established threshold. Section 1 of Appendix D replicates Table 3-5 highlighting 32 actions that are to be integrated into the project to accomplish the required mitigation.

The Climate Action Plan adopted by the City of Paso Robles includes a checklist that identifies actions to be taken to align projects with the City's greenhouse gas reduction goals.

Section 2 of Appendix D replicates the Climate Action Plan checklist with highlights and comments on how the project is designed to achieve the GHG reduction objective.

Section 3 of Appendix D replicates a scoring sheet indicating the project's compliance with the US Green Building Council standards for LEED certification. These actions encompass and supplement actions enumerated in the previous sections.

Appendix D-1

This replicates Table 3-5 from the CEQA Air Quality Handbook, highlighting 32 actions that are to be integrated into the project to accomplish the required mitigation.

Table 3-5: Mitigation Measures

LAND USE Residential (R) Commercial (C) Industrial (I)	Measure Type	MITIGATION MEASURE	POLLUTANT REDUCED Ozone (O) Particulate (P) Diesel Particulate Matter (DPM) Greenhouse Gas (GHG)
R, C, I	Site design, Transportation	Improve job / housing balance opportunities within communities.	O, P, GHG
R, C, I	Site design	Orient buildings toward streets with automobile parking in the rear to promote a pedestrian-friendly environment.	O, P, GHG
R, C, I	Site design	Provide a pedestrian-friendly and interconnected streetscape to make walking more convenient, comfortable and safe (including appropriate signalization and signage).	O, P, GHG
R, C, I	Site design	Provide good access to/from the development for pedestrians, bicyclists, and transit users.	O, P, GHG
R, C, I	Site design	Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.	O, P, GHG
R, C, I	Site design	Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. Design should provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance native drought resistant trees.[3] Underground Parking	O P GHG
R, C, I	Site design	Pave and maintain the roads and parking areas	P
R, C, I	Site design	Driveway design standards (e.g., speed bumps, curved driveway) for self-enforcing of reduced speed limits for unpaved driveways.	P
R, C, I	Site design	Use of an APCD-approved suppressant on private unpaved roads leading to the site, unpaved driveways and parking areas; applied at a rate and frequency that ensures compliance with APCD Rule 401, visible emissions and ensures offsite nuisance impacts do not occur.	P
R, C	Site design	Development is within 1/4 mile of transit centers and transit corridors.	O, P, GHG
R, C	Site design	Design and build compact communities in the urban core to prevent sprawl.	O, P, GHG
R, C	Site design	Increase density within the urban core and urban reserve lines.	O, P, GHG
R, C	Site design	For projects adjacent to high-volume roadways or railroad idling zones, design project to include provide effective buffer zone between the source and the receptor.	DPM
R, C	Site design	For projects adjacent to high-volume roadways, plant vegetation[4] between receptor and roadway.	DPM, P
R	Site design	No residential wood burning appliances.	O, P, GHG
R, C, I	Site design, Transportation	Incorporate traffic calming modifications to project roads, such as narrower streets, speed platforms, bulb-outs and intersection designs that reduce vehicles speeds and encourage pedestrian and bicycle travel.	O, P, GHG
R, C, I	Site design, Transportation	Increase number of connected bicycle routes/lanes in the vicinity of the project.	O, P, GHG
R, C, I	Site design, Transportation	Provide easements or land dedications and construct bikeways and pedestrian walkways.	O, P, GHG
R, C, I	Site design, Transportation	Link cul-de-sacs and dead-end streets to encourage pedestrian and bicycle travel to adjacent land uses.	O, P, GHG
R, C, I	Site design, Transportation	Project is located within one-half mile of a 'Park and Ride' lot or project installs a 'Park and Ride' lot with bike lockers in a location of need defined by SLOCOG.	O, P, GHG
C, I	Site design, Transportation	Provide onsite housing for employees.	O, P, GHG

3 Trees must be maintained for life of project
4 Certain types of vegetation provide maximum effectiveness. Vegetation must be maintained over the life of the project.

LAND USE Residential (R) Commercial (C) Industrial (I)	Measure Type	MITIGATION MEASURE	POLLUTANT REDUCED Ozone (O) Particulate (P) Diesel Particulate Matter (DPM) Greenhouse Gas (GHG)
C, I	Site design, Transportation	Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment.	O, P, GHG
C, I	Site design, Transportation	Provide employee lockers and showers. One shower and 5 lockers for every 25 employees are recommended.	O, P, GHG
C, I	Site design, Transportation	Parking space reduction to promote bicycle, walking and transit use.	O, P, GHG
R	Site design	Tract maps resulting in parcels of one-half acre or les shall orient at least 75% of all lot lines to create easy due south orientation of future structures.	GHG
R	Site design	Trusses for south-facing portions of roofs shall be designed to handle dead weight loads of standard solar-heated water and photovoltaic panels. Roof design shall include sufficient south-facing roof surface, based on structures size and use, to accommodate adequate solar panels. For south facing roof pitches, the closest standard roof pitch to the ideal average solar exposure shall be used.	O, GHG
R, C, I	Energy efficiency	Increase the building energy rating by 20% above Title 24 requirements. Measures used to reach the 20% rating cannot be double counted. Title 24 2008	O, GHG
R, C, I	Energy efficiency	Plant drought tolerant, native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer.[5]	O, GHG
R, C, I	Energy efficiency	Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.	O, DPM, GHG
R, C, I	Energy efficiency	Install high efficiency heating and cooling systems.	O GHG
R, C, I	Energy efficiency	Orient 75 percent or more of homes and/or buildings to be aligned north / south to reduce energy used to cool buildings in summer.	O GHG
R, C, I	Energy efficiency	Design building to include roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows (passive solar design).	O, GHG
R, C, I	Energy efficiency	Utilize high efficiency gas or solar water heaters.	O, P, GHG
R, C, I	Energy efficiency	Utilize built-in energy efficient appliances (i.e. Energy Star®).	O, P GHG
R, C, I	Energy efficiency	Utilize double-paned windows.	O, P, GHG
R, C, I	Energy efficiency	Utilize low energy street lights (i.e. sodium). LED	O, P, GHG
R, C, I	Energy efficiency	Utilize energy efficient interior lighting.	O, P, GHG
R, C, I	Energy efficiency	Utilize low energy traffic signals (i.e. light emitting diode).	O, P, GHG
R, C, I	Energy efficiency	Install door sweeps and weather stripping (if more efficient doors and windows are not available).	O, P, GHG
R, C, I	Energy efficiency	Install energy-reducing programmable thermostats.	O, P, GHG
R, C, I	Energy efficiency	Participate in and implement available energy-efficient rebate programs including air conditioning, gas heating, refrigeration, and lighting programs. Savings by Design	O, P, GHG

5 Trees must be maintained for the life of the project

LAND USE Residential (R) Commercial (C) Industrial (I)	Measure Type	MITIGATION MEASURE	POLLUTANT REDUCED Ozone (O) Particulate (P) Diesel Particulate Matter (DPM) Greenhouse Gas (GHG)
R, C, I	Energy efficiency	Use roofing material with a solar reflectance values meeting the EPA/DOE Energy Star® rating to reduce summer cooling needs.	O, P, GHG
R, C, I	Energy efficiency	Utilize onsite renewable energy systems (e.g., solar, wind, geothermal, low-impact hydro, biomass and bio-gas).	O, P, GHG
R, C, I	Energy efficiency	Eliminate high water consumption landscape (e.g., plants and lawns) in residential design. Use native plants that do not require watering and are low ROG emitting.	O, GHG
R, C, I	Energy efficiency	Provide and require the use of battery powered or electric landscape maintenance equipment for new development.	O, GHG
C, I	Energy efficiency	Use clean engine technologies (e.g., alternative fuel, electrification) engines that are not subject to regulations.	O, DPM, GHG
R, C, I	Transportation	Provide and maintain a kiosk displaying transportation information in a prominent area accessible to employees and patrons.	O, P, GHG
R, C, I	Transportation	Develop recreational facility (e.g., parks, gym, pool, etc.) within one-quarter of a mile from site.	O, P, GHG
R, C, I	Transportation	If the project is located on an established transit route, provide improved public transit amenities (i.e., covered transit turnouts, direct pedestrian access, covered bench, smart signage, route information displays, lighting etc.).	O, P, GHG
R, C, I	Transportation	Project provides a display case or kiosk displaying transportation information in a prominent area accessible to employees or residents.	O, P, GHG
R, C, I	Transportation	Provide electrical charging station for electric vehicles.	O, P, GHG
R, C, I	Transportation	Provide neighborhood electric vehicles / car share program for the development.	O, P, GHG
R, C, I	Transportation	Provide bicycle-share program for development.	O, P, GHG
R, C, I	Transportation	Provide preferential parking / no parking fee for alternative fueled vehicles or vanpools.	O, P, GHG
R, C, I	Transportation	Provide bicycle lockers for existing 'Park and Ride' lots where absent or insufficient.	O, P, GHG
R C I	Transportation	Provide vanpool, shuttle, mini bus service (alternative fueled preferred).	O, P, DPM, GHG
C, I	Transportation	Provide secure on-site bicycle indoor storage, lockers, or racks.	O, P, GHG
C, I	Transportation	For large developments, provide day care facility on site.	O, P, GHG
C, I	Transportation	Provide on-site bicycle parking both short term (racks) and long term (lockers, or a locked room with standard racks and access limited to bicyclist only) to meet peak season maximum demand. One bike rack space per 10 vehicle/employee space is recommended.	O, P, GHG
C, I	Transportation	On-site eating, refrigeration and food vending facilities	O, P, GHG
C, I	Transportation	Implement a Transportation Choice Program to reduce employee commute trips. The applicant shall work with Rideshare for free consulting services on how to start and maintain a program.	O, P, GHG
C, I	Transportation	Provide incentives (e.g., bus pass, "Lucky Bucks", etc.) to employees to carpool/vanpool, take public transportation, telecommute, walk bike, etc.	O, P, GHG
C, I	Transportation	Implement compressed work schedules (i.e., 9–80s or 4–10s).	O, P, GHG
C, I	Transportation	Implement a telecommuting program.	O, P, GHG
C, I	Transportation	Implement a lunchtime shuttle to reduce single occupant vehicle trips.	O, P, GHG

LAND USE Residential (R) Commercial (C) Industrial (I)	Measure Type	MITIGATION MEASURE	POLLUTANT REDUCED Ozone (O) Particulate (P) Diesel Particulate Matter (DPM) Greenhouse Gas (GHG)
C, I	Transportation	Include teleconferencing capabilities, such as web cams or satellite linkage, which will allow employees to attend meetings remotely without requiring them to travel out of the area.	O, P, DPM, GHG
C, I	Transportation	If the development is or contains a grocery store or large retail facility, provide customers home delivery service in clean fueled vehicles	O, P, DPM, GHG
C, I	Transportation	At community event centers (i.e., amphitheaters, theaters, and stadiums) provide valet bicycle parking.	O, P, GHG
C, I	Transportation	Implement a "No Idling" program for heavy-duty diesel vehicles, which includes signage, citations, etc.	DPM, GHG
C, I	Transportation	Develop satellite work sites.	O, GHG
C, I	Transportation	Require the installation of electrical hookups at loading docks and the connection of trucks equipped with electrical hookups to eliminate the need to operate diesel-powered TRUs at the loading docks.	DPM, GHG
C, I	Transportation	If not required by other regulations (ARB's on-road or off-road diesel), restrict operation to trucks with 2007 model year engines or newer trucks.	O, DPM, GHG
C, I	Transportation	If not required by other regulations (ARB's on-road or off-road diesel), require or provide incentives to use diesel particulate filters for truck engines.	DPM
R	Transportation	Provide storage space in garage for bicycle and bicycle trailers, or covered racks / lockers to service the residential units.	O, P, GHG
R	Transportation	Provide free-access telework terminals and/or wi-fi access in multi-family projects.	O, P, GHG
C	Transportation	Develop core commercial areas within 1/4 to 1/2 miles of residential housing or industrial areas.	O, P, GHG

3.8.3 Off-Site Mitigation

Operational phase emissions from large development projects that cannot be adequately mitigated with on-site mitigation measures alone will require off-site mitigation in order to reduce air quality impacts to a level of insignificance if emissions cannot be adequately mitigated with on-site mitigation measures alone. Whenever off-site mitigation measures are deemed necessary, it is important that the developer, lead agency and APCD work together to develop and implement the measures to ensure successful outcome. This work should begin at least six months prior to issuance of occupancy permits for the project.

The first step in determining whether off-site mitigation is required is to compare the estimated operational phase emissions to the APCD significance thresholds. If the sum of ROG + NO_x emissions exceeds 25 tons/year, off-site mitigation will be required. Off-site mitigation may also be required for development projects were emissions exceed the 25 lb/day threshold. Examples of projects potentially subject to off-site mitigation include rural subdivisions, drive-through facilities and commercial development located far from the urban core.

If off-site mitigation is required, potential off-site mitigation measures may be proposed and implemented by the project proponent following APCD approval of the appropriateness and effectiveness of the proposed measure(s). Alternatively, the project proponent can pay a mitigation fee based on the amount

Appendix D-2

This replicates the project checklist from the Paso Robles Climate Action Plan. It includes highlights and comments on how the project is designed to achieve the GHG reduction objective.

B. CAP COMPLIANCE WORKSHEET

Measure	Project Actions	Mandatory or Voluntary	Project Compliance (Yes/No/NA)	Details of Compliance*
Energy				
Measure E-4: Incentives for Exceeding Title 24 Energy Efficiency Building Standards	Does the project exceed 2013 Title 24 Building Energy Efficiency Standards?	Voluntary	Yes	High performance envelope, glazing and shading; high efficiency lighting and HVAC, exceeding the 2013 Title 24 Standards
Measure E-5: Energy Efficient Public Realm Lighting Requirements	Does the project utilize high efficiency lights in parking lots, streets, and other public areas?	Mandatory	Yes	LED exter. lighting
Measure E-6: Small-Scale On-Site Solar PV Incentive Program	Does the project include installation of small-scale on-site solar PV systems and/or solar hot water heaters? If so, what type and how much renewable energy would be generated?	Voluntary	Yes	Roof-top PV system, 50 - 60 kW
Measure E-7: Income-Qualified Solar PV Program	Does the project include installation of small-scale on-site solar PV systems and/or solar hot water heaters on income-qualified housing units? If so, what type and how much renewable energy would be generated?	Voluntary	Not applicable	
Transportation and Land Use				
Measure TL-1: Bicycle Network	For subdivisions and large developments, does the project incorporate bicycle lanes, routes, and/or shared-use paths into street systems to provide a continuous network of routes, facilitated with	Mandatory	Yes	Rental bikes available. Site is at Regional Transit Center and intersection of two bike-ways (one proposed Class 2)

Measure	Project Actions	Mandatory or Voluntary	Project Compliance (Yes/No/NA)	Details of Compliance*
	markings, signage, and bicycle parking?			
	For non-residential development, does the project comply with mandatory California Green Building Standards Code bicycle parking standards?	Mandatory	Yes	Bike racks for guests; secure bike storage for employees
	Does the project incorporate bicycle facilities and/or amenities beyond those required?	Voluntary	Yes	Showers and changing areas for employees
Measure TL-2: Pedestrian Network	Does the project provide a pedestrian access network that internally links all uses and connects all existing or planned external streets and pedestrian facilities contiguous with the project site?	Mandatory	Yes	Pedestrian promenade bisects project, linking all internal uses with connections to adjacent streets.
	Does project minimize barriers to pedestrian access and interconnectivity?	Mandatory	Yes	Retail area serves as pedestrian through-way
	Does the project implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.)?	Mandatory	Yes	Provides pedestrian connectivity by marked crosswalks. Sidewalk widened along Pine Street.
	Does the project incorporate pedestrian facilities and/or amenities beyond those required?	Voluntary	Yes	Pedestrian promenade with public seating areas

Measure	Project Actions	Mandatory or Voluntary	Project Compliance (Yes/No/NA)	Details of Compliance*
Measure TL-3: Expand Transit Network	Does the project provide safe and convenient access to public transit within and/or contiguous to the project area?	Mandatory	Yes	Sidewalk to Paso Robles Transit Center and other transit stops
Measure TL-6: Parking Supply Management	Does the project include a reduced number of parking spaces or utilize shared parking?	Voluntary	Yes	Project with PAC includes shared parking serving other downtown businesses.
Measure TL-7: Electric Vehicle Network and Alternative Fueling Stations	Does the project include the installation of electric or other alternative fueling stations?	Voluntary	Yes	Charging stations at hotel/restaurant. Two initial stations, expanding with electric car fleet
Measure TL-8: Infill Development	Is the project consistent with the City's land use and zoning code?	Mandatory	Yes	Zoning is TC-1, Town Center Commercial, permitting the proposed uses.
	Does the project include any "smart growth" techniques, such as mixed-use, higher density, and/or infill development near existing or planned transit routes, in existing community centers/downtowns, and/or in other designated areas?	Voluntary	Yes	Adjacent to Paso Robles Transit Center and AMTRAK
Off-Road				
Measure O-1: Equipment Upgrades, Retrofits, and Replacements	If the project involves construction or demolition, does equipment utilize low- or zero-emissions vehicles or equipment?	Voluntary	Yes	Contractor required to use off-road fleet exceeding state average by 10%.
Water				
Measure W-1: Exceed SB X7-7 (Water Conservation Act of 2009), Water Conservation Target	Does the project meet CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation?	Mandatory	Yes	Irrigation and plumbing meet or surpass CAL Green
	Does the project incorporate grey	Voluntary	Yes	Graywater re-use from laundry and/or shower water, for re-use in toilets, cooling tower and/or irrigation

Measure	Project Actions	Mandatory or Voluntary	Project Compliance (Yes/No/NA)	Details of Compliance*
	water or recycled water infrastructure?			
Solid Waste				
Measure S-1: Solid Waste Diversion Rate	If the project involves construction or demolition, will the contractor divert 65 percent of non-hazardous construction or demolition debris?	Mandatory	Yes	Contractor will divert at least 75% of construction waste
	Does the project provide receptacles for the collection of organic waste?	Voluntary	Yes	Waste collection will be sorted for recycling and organic waste
	Does the project include composting facilities?	Voluntary	Under consideration	Currently reviewing local resources for taking in compost for the life of the project.
Tree Planting				
Measure T-1: Tree Planting Program	Does the project include the planting of native and drought-tolerant trees beyond those required as mitigation for tree removal? If so, how many?	Mandatory	Yes	Oak trees retained on site; new native trees, as shown on plans

*Please attach additional pages as needed to complete the description and provide project details.

Appendix D-3

This is a copy of the US Green Building Council scoring sheet indicating the project's compliance with the standards for LEED certification.

LEED 2009 for New Construction and Major Renovations

Project Checklist

Pine St. Promenade

4/25/2014

Sustainable Sites — Possible Points: 26

Y	?	N			
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	5
		1	Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
3			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
2			Credit 4.4	Alternative Transportation—Parking Capacity	2
		1	Credit 5.1	Site Development—Protect or Restore Habitat	1
		1	Credit 5.2	Site Development—Maximize Open Space	1
		1	Credit 6.1	Stormwater Design—Quantity Control	1
1			Credit 6.2	Stormwater Design—Quality Control	1
1			Credit 7.1	Heat Island Effect—Non-roof	1
	1		Credit 7.2	Heat Island Effect—Roof	1
	1		Credit 8	Light Pollution Reduction	1

Water Efficiency — Possible Points: 10

Y	?	N			
Y			Prereq 1	Water Use Reduction—20% Reduction	
2	2		Credit 1	Water Efficient Landscaping	2 to 4
	2		Credit 2	Innovative Wastewater Technologies	2
2	2		Credit 3	Water Use Reduction	2 to 4

Energy and Atmosphere — Possible Points: 35

Y	?	N			
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
4	8	7	Credit 1	Optimize Energy Performance	1 to 19
2	2	3	Credit 2	On-Site Renewable Energy	1 to 7
2			Credit 3	Enhanced Commissioning	2
	2		Credit 4	Enhanced Refrigerant Management	2
	3		Credit 5	Measurement and Verification	3
		2	Credit 6	Green Power	2

Materials and Resources — Possible Points: 14

Y	?	N			
Y			Prereq 1	Storage and Collection of Recyclables	
		3	Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
		1	Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
2			Credit 2	Construction Waste Management	1 to 2
		2	Credit 3	Materials Reuse	1 to 2

Materials and Resources, Continued

Y	?	N			
1	1		Credit 4	Recycled Content	1 to 2
1	1		Credit 5	Regional Materials	1 to 2
		1	Credit 6	Rapidly Renewable Materials	1
		1	Credit 7	Certified Wood	1

Indoor Environmental Quality — Possible Points: 15

Y	?	N			
Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
1			Credit 1	Outdoor Air Delivery Monitoring	1
		1	Credit 2	Increased Ventilation	1
1			Credit 3.1	Construction IAQ Management Plan—During Construction	1
	1		Credit 3.2	Construction IAQ Management Plan—Before Occupancy	1
1			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
1			Credit 4.3	Low-Emitting Materials—Flooring Systems	1
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
		1	Credit 5	Indoor Chemical and Pollutant Source Control	1
	1		Credit 6.1	Controllability of Systems—Lighting	1
	1		Credit 6.2	Controllability of Systems—Thermal Comfort	1
		1	Credit 7.1	Thermal Comfort—Design	1
		1	Credit 7.2	Thermal Comfort—Verification	1
	1		Credit 8.1	Daylight and Views—Daylight	1
1			Credit 8.2	Daylight and Views—Views	1

Innovation and Design Process — Possible Points: 6

?	N			
		Credit 1.1	Innovation in Design: Green Cleaning	1
		Credit 1.2	Innovation in Design: Solid Waste Management	1
		Credit 1.3	Innovation in Design: Water Use Reduction - Laundry Water	1
1		Credit 1.4	Innovation in Design: TBD	1
1		Credit 1.5	Innovation in Design: TBD	1
		Credit 2	LEED Accredited Professional	1

Regional Priority Credits — Possible Points: 4

?	N			
		Credit 1.1	Regional Priority: WEc1	1
		Credit 1.2	Regional Priority: EAc1, 12%	1
		Credit 1.3	Regional Priority: EAc3	1
1		Credit 1.4	Regional Priority: WEc2	1

Total — Possible Points: 110

50	32	28

Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110

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

RECEIVED
JUN 02 2014
City of Paso Robles
Community Development Dept.

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

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

DATE: **MAY 19, 2014**

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

INTRODUCTION:

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

DESCRIPTION:

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

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

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

PREVIOUS OAK TREE STUDY:

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

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

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

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

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

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

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

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

Conclusions:

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

ENCROACHMENT WITHIN THE CRZ:

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

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

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

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

TREE PROTECTION MEASURES:

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

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

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

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

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

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

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

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

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

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

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

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

MITIGATION:

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

TREE INVENTORY:

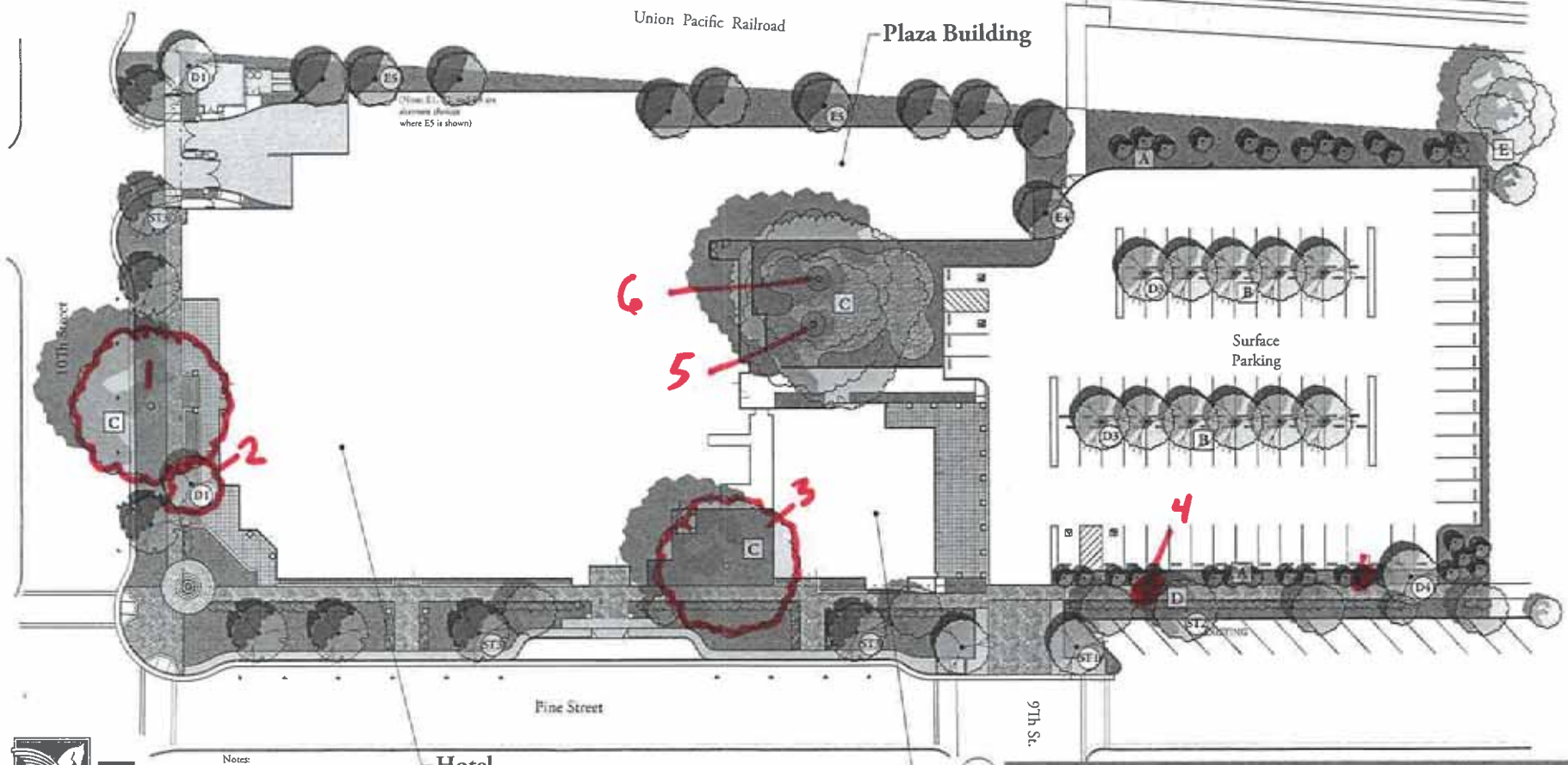
Attached is an inventory of the 6 oaks on the property (over 6" DBH), as well as a map (provided by Firma Landscape Architects) showing the Critical Root Zones (CRZ). The inventory identifies the trees by number (corresponding to the attached map), common name, species, diameter, current condition, monitoring,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

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

Oak Tree Inventory Pine x 10th Street, Paso Robles								
Tree #	**Common Name**	***Genus Species***	**DBH (inches)**	**CRZ (ft.)**	**Current Condition**	**Removal**	**Monitoring**	**Tree Protection**
1	Valley oak	*Quercus lobata*	40	40	Senescent. Heavy over 10th Street. May need pruning. Roots covered.	No	Yes	Delineation fencing and trunk wrap
2	Coast live oak	*Quercus agrifolia*	14	14	Good, need structure pruning. Roots covered.	No	No	Delineation fencing at drip line. See map
3	Valley oak	*Quercus lobata*	36	36	Good, need structure pruning. Roots covered.	No	Yes	Delineation fencing and trunk wrap
4	Valley oak	*Quercus lobata*	18	18	Good, need structure pruning. Has grown over old chain- link fence stuck in tree. Roots covered.	No	No	Delineation fencing at drip line. See map
5	Valley oak	*Quercus lobata*	36	36	Good, need structure pruning. Roots partially covered.	No	Yes	Delineation fencing and trunk wrap
6	Valley oak	*Quercus lobata*	32	32	Good, need structure pruning. Roots partially covered.	No	Yes	Delineation fencing and trunk wrap
Trunk Wrap = Wrap the trunks of the trees with chain link fencing and vertical 2x4x8 lumber spaced 1' apart around the trunk of the tree to prevent damage.								
Delineation Fencing = Orange construction fencing with t-posts every 8 feet, securely attached with zip ties, at the CRZ or allowed distance from each tree.								
Mitigation: See landscape plan for numerous trees to be planted in the design. Monitoring required by a Certified Arborist while working near oaks during construction.								

PINE STREET PROMENADE LLC

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



Notes:

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

Steven Puglisi ARCHITECTS
firma

PHASE ONE LANDSCAPE PLAN

0 10 20 40

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

P1.4

GENERAL TREE PROTECTION RECOMMENDATIONS:

Avoidance of Mechanical Damage

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

Root Cutting

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

Soil Compaction

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

Tree Pruning and Removal

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

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

Jeremy Lowney 431-0708 (cell)

QUALIFICATIONS:

Certified Arborist WC-3718
Sole Proprietor - Solid Oak Tree Management since 1998
California State Landscape and Tree Service Contractor (C27) #757086
Faculty, Cal Poly University, San Luis Obispo. Teacher of Urban Forestry, Department of Forestry and Natural Resource Management
Former Hazardous Tree Inspector, San Luis Obispo County Department of Planning & Building
Certificates in Tree Risk Management and Lawsuit Prevention, Tree Appraising and Writing Technical Reports, UC Riverside Extension
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MAY 22 2014

City of Paso Robles
Community Development Dept.

Pine Street Promenade, Paso Robles
Water Conservation Analysis

May 16, 2014

Introduction

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

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

The water-saving strategies in this report are:

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

Assumptions

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

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

Strategies

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

Attachement 6
Water Conservation Analysis
PD 14-001
(Promenade)

Strategy 1: Water Conserving Fixtures

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

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

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

Strategy 2: Water Conserving Landscape

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

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

Strategy 3: High efficiency washing equipment

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

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

Strategy 4: Laundry Reclamation

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

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

Strategy 5: Rainwater Catchment

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

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

Graywater

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

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

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

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

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

Strategy 6: Graywater use for landscape

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

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

Strategy 7: Graywater use for cooling tower

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

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

Strategy 8: Graywater use for indoor plumbing

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

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

Summary

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

*Could supplement or replace rainwater catchment

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

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

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

Respectfully Submitted,

Andy Pease

Andrea Pease, AIA, LEED AP
Principal

Noise and Vibration Study

For the

Pine Street Promenade

Prepared by:

David Dubbink Associates
864 Osos Street, Ste D
San Luis Obispo, CA 93401

July 9, 2014

Attachement 7
Noise and Vibration Study
PD 14-001
(Promenade)

Noise and Vibration Study for the Pine Street Promenade

Project Description

This report examines noise and vibration issues related to the proposed Pine Street Promenade. The project includes a hotel, a restaurant, market, offices, and a Performing Arts Center (PAC) in downtown Paso Robles. Figure 1 shows an aerial of the project location with elements of the site plan superimposed. The project site, not including the parking, is 2.4 acres. Several existing structures on the site will be demolished.

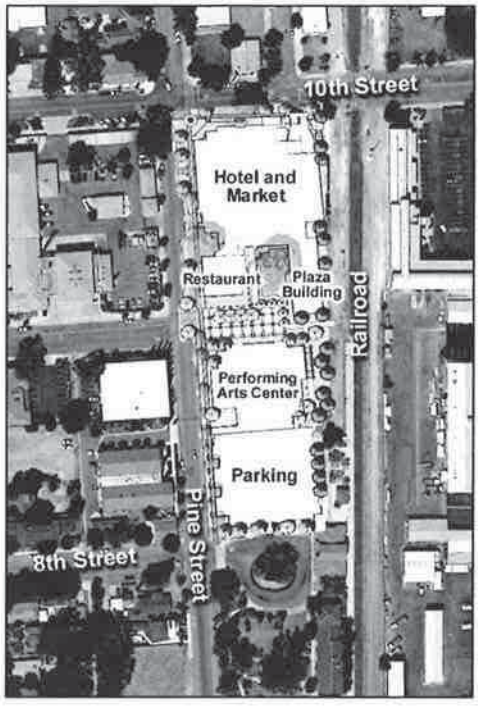


Figure 1: Aerial View of the Project Site

The project is segmented into two phases. Phase 1 will be a 106 room hotel; four stories high, with a public market on the lower level. There will be an attached restaurant with indoor and outdoor seating. A separate office structure, the Plaza Building will also be constructed on the site. Phase 1 occupies the northern, 1.6 acres, of the site.

Phase 2 includes a 500 seat Performing Arts Center (PAC) that would be located on the remaining .8 acres. A 230 space parking structure would be constructed on City land to the south of the PAC. The parking structure includes commercial and office uses fronting onto Pine Street.

The major noise and vibration issue at this location is the Union Pacific railroad line that is located immediately east of the project site. Traffic on Highway 101 also contributes to the acoustic environment as well as traffic on local streets.

The Acoustic Setting

The project is in the central commercial area of Paso Robles and subject to noise exposure typical for such a setting. The Union Pacific railroad line passes through central Paso Robles and the track is adjacent to the project. The distance from the property line to the centerline of the railway is about 50 feet. At present, there is one northbound and one southbound Amtrak train that stops at the station and transit center just to the south of the project site. The platform area for the station extends to a point neighboring the project site and, during unloading and loading of passengers from the northbound train, the diesel engine units would be idling parallel to the structure. Typically, four freight trains a day pass through town, one late at night.

There is a federal requirement that train horns be sounded when a train is about to move and that operators sound the horn before reaching a grade crossing and sound the horn continuously as they go through the intersection.

The Regulatory Setting

The City's General Plan Noise Element includes compatibility standards for development, based on a proposed project's exposure to transportation noise sources. The noise metric used "Ldn". This is a composite 24 hour metric that includes every sound event, adding a ten decibel penalty to nighttime noise (between 10 PM to 7 AM). The noise compatibility table is reproduced as Appendix A to this report. New development is to be designed to comply with the maximum, allowable Noise Exposures of 65 dB Ldn for outdoor activity areas (except for parks); and 45 dB Ldn for interior spaces for residential, hotel and motel, hospital and nursing home, theater, auditorium, meeting hall, office building, school, and library uses.

The City's regulations also include limitations on the noise levels that can be emitted by projects. The activities at the Pine Street Promenade are not expected to generate significant off site noise.

The Project's Noise Exposure

The City's Noise Element includes maps showing levels of exposure to transportation noise sources. Figure 2 shows a section of the map including the project. The broad color bands at the center of the figure show noise exposure from Highway 101. The narrower band just to the left of this shows the noise footprint of the Union Pacific rail line. The project site, outlined in blue, is at the boundary of the 65 and 60 Ldn contours. (Noise contours for the Paso Robles Airport are also included in the mapping but do not extend to the project site).

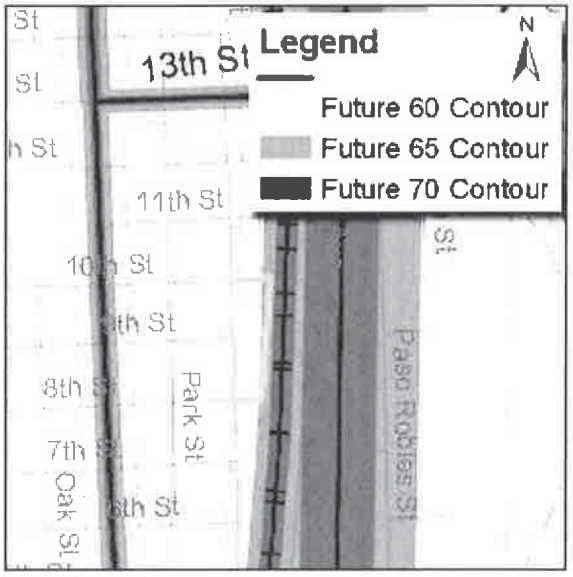


Figure 2: Future (2025) Noise Contours

Traffic sounds from Highway 101 will be audible at the site, but not at levels that represent a significant impact. The Noise Element reports that, in the year 2025, the 65 Ldn noise contour will be 487 feet from the centerline of the roadway. This puts it approximately at the easternmost property line. Actual noise exposure would be reduced by topography and intervening structures which are not considered in the mapping of the Plan's noise contours. The project design features interior courtyard spaces that would receive additional noise screening from the Promenade structure. Noise levels from

highway noise sources, would be below the 65 Ldn threshold specified in the City regulations.

Train noise is an additional issue. The consultants preparing the City's noise element monitored the sound produced during the passbys of passenger and freight trains and then aggregated the numbers to compute the 24 hour cumulative noise exposure. The assumption was that there will be eight freight and four passenger trains a day. This is more than double the present activity and represents a conservative, "worst case" forecast.

As part of a noise study for another project in Paso Robles, we measured the sound produced by a passing Amtrak train at a 100 foot distance. The level that was measured was one decibel less than the passenger train measurement previously made by the City's General Plan consultants. This difference is insignificant for a field measurement and substantiates the accuracy of the data. The City's consultants used their measurements to estimate the distance from the rail line to the 65 Ldn noise contour. This distance was 59 feet which is consistent with the noise contour boundary shown in the Noise Element in Figure 2.

The noise element mapping appears to have considered just the sound of moving trains and not the sounds made by a train engine idling during passenger loading at the Paso Robles Station. The locomotive train unit (or units) would be positioned parallel to the project site only for northbound passenger loading. At present, this occurs one time a day in late afternoon.

We have alos made noise measurements for a similarly situated project fronting on Amtrak station in San Luis Obispo. The level for two idling locomotive sections was 74 dBA measured at 150 feet. At 50 feet, which is the distance from the property line of the project to the centerline of the track, the estimated noise level would be 83 dBA. While momentarily loud, this level of sound translates to an Ldn value of 61 when evaluated over a 24 hour period. In the overall Ldn computation, this would be combined with the train passby sounds but the addition makes little difference. The mathematics of decibels is logarithmic and the summation of 61 dB and 65 dB is 66.5 dB. As previously noted, the structure enclosing the projects courtyards will reduce noise exposure to "activity areas" and the exterior levels will not exceed the City's standards.

Vibration

Ground vibrations produced by passing trains pose another potential impact to project occupants. The City has not adopted standards for groundborne vibrations but this is addressed in CEQA review and guidelines have been developed by state agencies. There are multiple factors that affect the groundborne vibration from trains including soil character and the condition of the tracks. Caltrans has adopted

PPV (in/sec)	Response
0.4	Very Disturbing
0.17	Disturbing
0.1	Strongly Perceptible
0.035	Distinctly Perceptible
0.012	Slightly Perceptible

Table 1 Response to Vibration Levels

standards that relate vibration levels (as measured by peak particle vibration) to community annoyance. Table 1 shows this relationship[1].

The vibration level for a train passing the site can be estimated by application of a standard formula[2]. For a freight train traveling at 20 mph on medium quality track alignment as experienced at a distance of 50 feet, the vibration level (PPV) is .05. Ground vibration would be distinctly perceptible but below a level where it would be considered disturbing.

Recommendations

The design for the Pine Street Promenade is exemplary in that the most noise sensitive activities are not located in the most acoustically exposed areas on the eastern side of the buildings. Only two of the 106 hotel rooms are oriented in this direction. The access corridor for the offices in the office section is at the eastern side of the office spaces, providing a level of acoustic screening for sounds coming from that direction, or from ground elevation.

The Pine Street Promenade project meets the City's standards for permissible noise levels in outdoor activity areas. The standard for indoor areas for hotels, offices and auditoriums, is 45 Ldn, a 20 decibel reduction. Conventional construction lessens exterior to interior sound transmission by about 20 dB so the implicit, exterior level is 65 Ldn. In this analysis, and reviewing the forecasts in the City's Noise Element, the eastern boundary of the project is at the 65 Ldn limit.

All of the City's measures are expressed "A" weighted decibels which reflects the relative loudness perceived by the human ear, as the ear is less sensitive to low audio frequencies. Structures do not block low frequency sound transmission as much as sound at higher frequencies. Train noise includes a substantial low frequency component so it is appropriate to adopt sound reduction strategies that supplement the basic City requirements. Appendix B lists measures that could reduce exterior to interior transmission of sound by 25 dBA. These levels can be achieved in several ways and the project planners should incorporate these or alternate measures that achieve this level of noise reduction.

CEQA Determinations

The following four paragraphs address the relevant noise related questions on the Environmental Checklist in Appendix G of the CEQA Guidelines. In all cases, it is concluded that if the project includes the recommended design features and conditions, it will not have significant negative environmental effects with regard to noise or vibration issues.

---

[1] Caltrans, Transportation- and Construction-Induced Vibration Guidance Manual (2004)

[2] The one used here was developed by Wilson Ihrig and Associates http://www.stb.dot.gov/stb/docs/DME/DEIS/volume7part04.pdf

1) The project will not result in significant 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. With the recommended construction standards, interior noise levels will not exceed the City's 45 Ldn standard. This same standard is applied in many California communities and is consistent with land use compatibility guidelines used by federal agencies. As designed, the project will not result in noise levels in excess of the 65 dB Ldn standard for outdoor living areas.

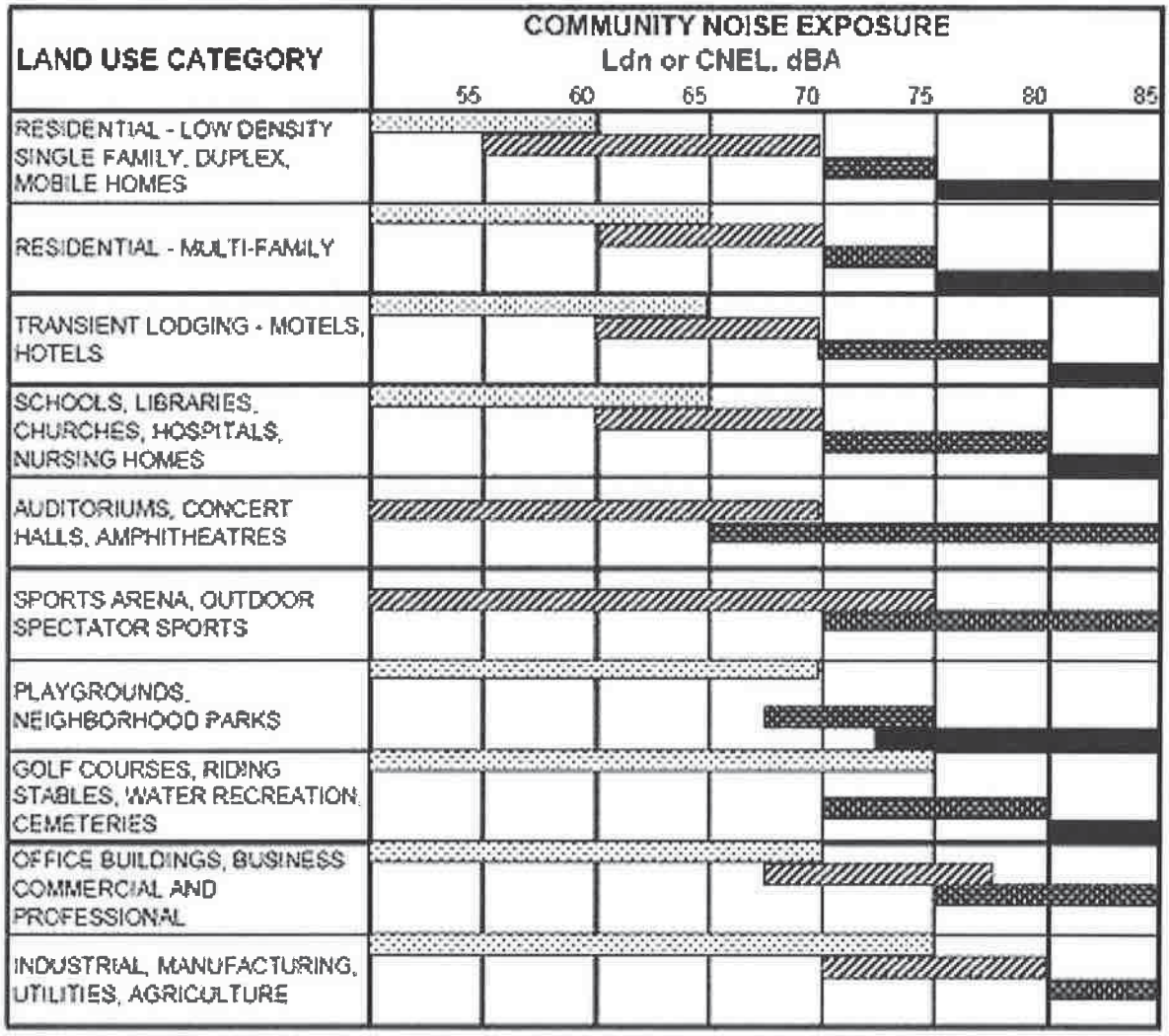
2) People will not be exposed to excessive ground borne vibration or ground borne noise levels. While passing trains will produce ground perceptible borne vibration the levels will not be severe or damaging to health.

3) The project will not create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Noise will be produced by vehicle movement in the parking areas however, the vehicle noise will not significantly increase noise beyond that already experienced because of downtown traffic or the railroad. For areas that are in the acoustic shadow of the project structures, the present ambient noise will be reduced.

4) During the construction phase of the project, there will be a temporary increase in ambient noise levels in the project vicinity above levels existing without the project. However the city allows construction activities that temporarily exceed standards if the work conforms to guidelines for construction activities. Project conditions should reflect the city's policies regarding the timing and nature of construction work.

There are several additional questions on the checlist related to noise produced by airports. The City's Noise Element maps areas that are subject to higher levels of aircraft noise but the project is not within the influence area.

Appendix A: Land Use Compatibility Standards



NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

Appendix B: Design and Structural specifications for achieving a 25 dB Noise Reduction

- Installation of an air conditioning or a mechanical ventilation system so that windows in rooms and office spaces facing east can remain closed.
- Exterior doors facing east should be solid core with sweeps and seals that make a positive closure.
- Exterior walls should be constructed of stucco 7/8" three coats over plywood 5/8" on exterior.
- Interior surfacing should be 5/8" for drywall interior. Additional acoustic insulation could be achieved by two layers of drywall or application over resilient furring channels.
- Glass in both windows and doors should not exceed 20% of the floor area in a room. This is for conventional windows. It is reasonable to permit an increased opening size if the window assembly conforms to the specifications providing a greater than 25 dB NLR. The greatest improvement in the sound insulation of windows can be achieved by using thicker glass and a larger air space between panes in dual glazed windows. STC values may be used in estimating a window's sound blocking qualities but the newer, Outdoor-Indoor Transmission Class or OITC (ASTM E1332) value is preferred and more appropriate for units exposed to transportation noise.
- Voids around windows should be filled with insulation and wood blocking, and the perimeter of windows thoroughly caulked.
- Vents and openings should be minimized on the sides of the buildings exposed to the road and if vents are required, they should be designed with acoustical baffles.

Pine Street Promenade Trip Generation and Parking Analysis

City of Paso Robles

Prepared for:

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Prepared By:

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June 2014

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LIST OF EXHIBITS

APPENDIX 18

EXECUTIVE SUMMARY

Orosz Engineering Group, Inc. (OEG) has prepared this letter report summarizing the trip generation, traffic impacts and parking operations analysis for the mixed use project located on Pine Street between 8th Street and 10th Street in Paso Robles. Currently, there are several land uses proposed for the project site including hotel, restaurant, office, retail, performing arts center and parking structures. All land uses and intensities of the project are consistent with the General Plan.

The City of Paso Robles has requested that a traffic impact analysis and parking study be prepared for the project to assist the City in there review of the project. The following report addresses these issue areas.

Briefly, the Pine Street Promenade project is a mixed use development planned easterly of Pine Street between 8th and 10th Streets in Downtown Paso Robles. The development consists of a mix of hotel, restaurant, shopping and office uses. Also included in the project is a performing arts center and parking garage. The performing arts center and parking structure are planned as part of the second phase of the project.

The Pine Street Promenade project is expected to generate a worst case total of 2,551 average daily trips (ADT), with 140 trips during the AM peak hour and 232 trips during the PM peak hour when a large event is occurring at the Performing Arts Center. During the majority of the weekdays, the performing arts center would not be holding events. During a typical weekday, the project is expected to generate 2,109 ADT with 140 AM and 165 PM peak hour trips. The addition of project traffic does not change any of the existing intersection operating characteristics. All intersections in the vicinity of the project would continue to operate at LOS C or better during the AM and PM peak hours with project traffic.

The project meets and exceeds the City parking requirements for the Town Center Zone. The project parking program also is designed to meet the combined on-site peak parking demand for the hotel, restaurant, office, market, retail uses and performing arts center event. The expected peak parking demand during a typical weekday (non-performing arts center) would provide at least 113 or more parking spaces throughout the day. On a typical weekend day, there would be at least 151 parking spaces available for general public parking.

INTRODUCTION/BACKGROUND

Project Description

The project site is located easterly of Pine Street between 8th and 10th Streets. The Pine Street Promenade development consists of two project phases. The first phase consists of the construction of a 106 room resort/spa style hotel with small conference, lounge, internal dining and pool area, 7,492 SF detached restaurant, 21,885 SF of market/retail space and 16,169 SF of commercial office uses. There are 162 valet spaces provided for the use of the hotel/restaurant uses and an additional 86 surface

parking areas for the office/market/restaurant uses. A total of 248 parking spaces are provided for all of the land uses proposed in Phase 1. The Phase 1 project site plan is presented in Figure 1A.

Phase 2 of the project will add 3,541 SF of retail uses, 7,082 SF of office uses and a 500 seat performing arts theater. The surface parking area for Phase 1 would be replaced with a 230 space parking structure. The parking structure will be located at the southern end of the project site near 8th Street and the multi-modal transportation center. The Phase 2 project site plan is presented in Figure 1B.

The location of the project is easterly of Pine Street, west of the railroad tracks, between 10th Street and 8th Street. The project site location is depicted on Figure 2 along with the intersections included in the analysis of project impacts.

Project Sponsor/Contact Information

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Paso Robles, CA 93446

Architect: Steven Puglisi, Principal
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805.595.1962

EXISTING CONDITIONS

Existing Roadways

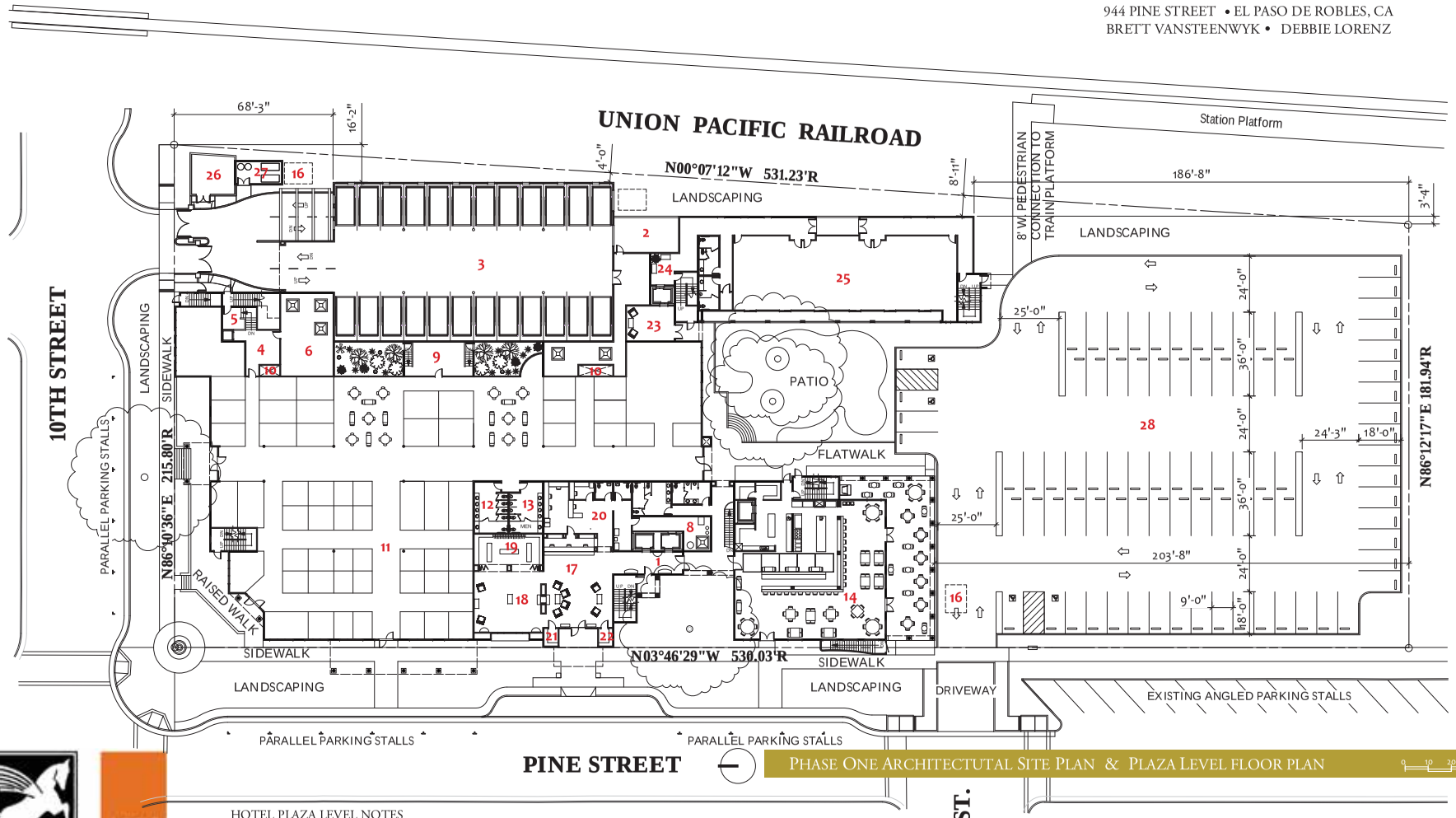
The roadways surrounding the project include Pine Street, 10th Street, 8th Street and Riverside Avenue. The following is a description of the characteristics of each roadway.

Pine Street – Pine Street is a north-south collector road within the Downtown that provides access to the project site and the surrounding community. There are two travel lanes, one in each direction, with parking permitted on both sides of the street. Along the project frontage, angled parking exists. Travel speeds are in the 25-30 MPH range. To the south of the project site, Pine Street travels under the railroad tracks with less than two travel lanes before intersecting Riverside Avenue and the southbound US Highway 101 ramps. Most of the intersections along Pine Street have STOP sign controls, including the undercrossing of the railroad.

Riverside Avenue – Riverside Avenue is a major north-south collector road within the Downtown that lies between the railroad and US Highway 101. There are two travel lanes, one in each direction, with parking permitted on the west side of Riverside Avenue only. Vehicle speeds are 35-40 MPH. Direct access to southbound US Highway 101 is provided at the new 17th Street ramps and at the southern intersection of Pine Street and Riverside Avenue.

PINE STREET PROMENADE LLC

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



PHASE ONE ARCHITECTUTAL SITE PLAN & PLAZA LEVEL FLOOR PLAN

HOTEL PLAZA LEVEL NOTES

1. Elevator Lobby
2. Rainwater cistern and filtration system
3. Plaza Level Parking 48 vehicles Mechanical Lift
4. Refuse Transfer Area #2
5. Refuse Lift
6. Mechanical #3
8. Mechanical #5
9. Storage and Maintenance
10. Mechanical Chase
11. Marketplace
12. Women's Restroom
13. Men's Restroom
14. Restaurant Dining
15. Outdoor Dining
16. Grease Interceptor
17. Lobby
18. Lobby Lounge
19. Gifts
20. Hotel Offices
21. Valet
22. Luggage
23. Office Entrance Lobby
24. Courtyard Level Office Lobby
25. Courtyard Level Offices
26. Refuse & Recycling
27. Emergency Generator & Pump House
28. Surface Parking 86 Spaces
29. Service Lobby

Steven Puglisi ARCHITECTS INC.
firma
Arris STUDIO ARCHITECTS
HODGE COMPANY

P1.5

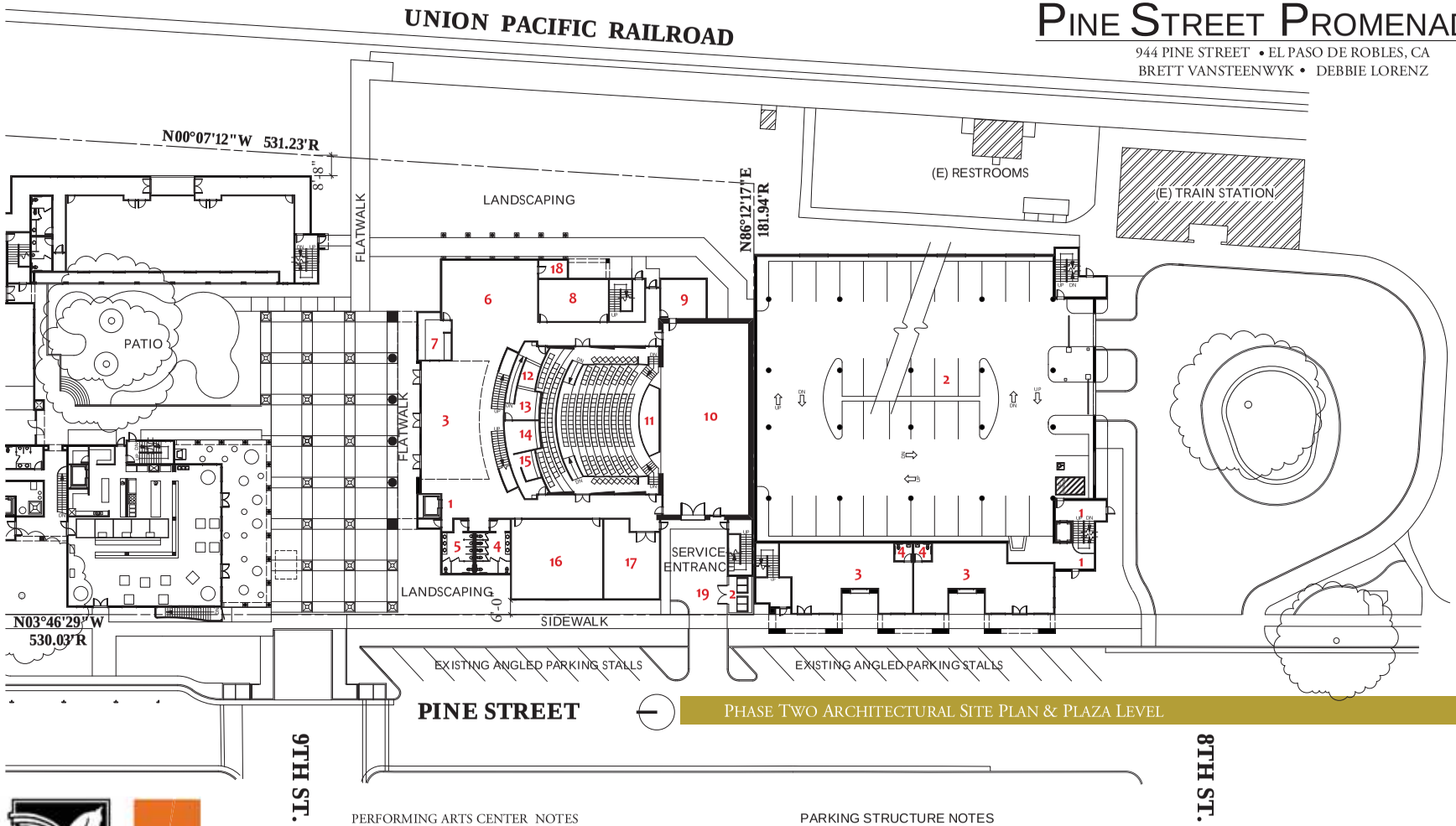
Orosz Engineering Group, Inc.

1A

SITE PLAN PHASE 1
PINE STREET PROMENADE

PINE STREET PROMENADE LLC

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



PHASE TWO ARCHITECTURAL SITE PLAN & PLAZA LEVEL

0 10 20 40

Steven Puglisi ARCHITECTS
firma
arris STUDIO ARCHITECTS
HODGE COMPANY

PERFORMING ARTS CENTER NOTES

1. Elevator Lobby
2. Refuse/Recycling
3. Grand Lobby
4. Women's Restroom
5. Men's Restroom
6. Lobby Lounge
7. Will Call
8. Reception Room
9. Green Room
10. Stage
11. Orchestra Pit
12. Dimmer Room
13. Lighting Booth
14. Stage Manager Booth
15. Sound Booth
16. Rehearsal Theater
17. Workshop
18. Storage
19. Dock

PARKING STRUCTURE NOTES

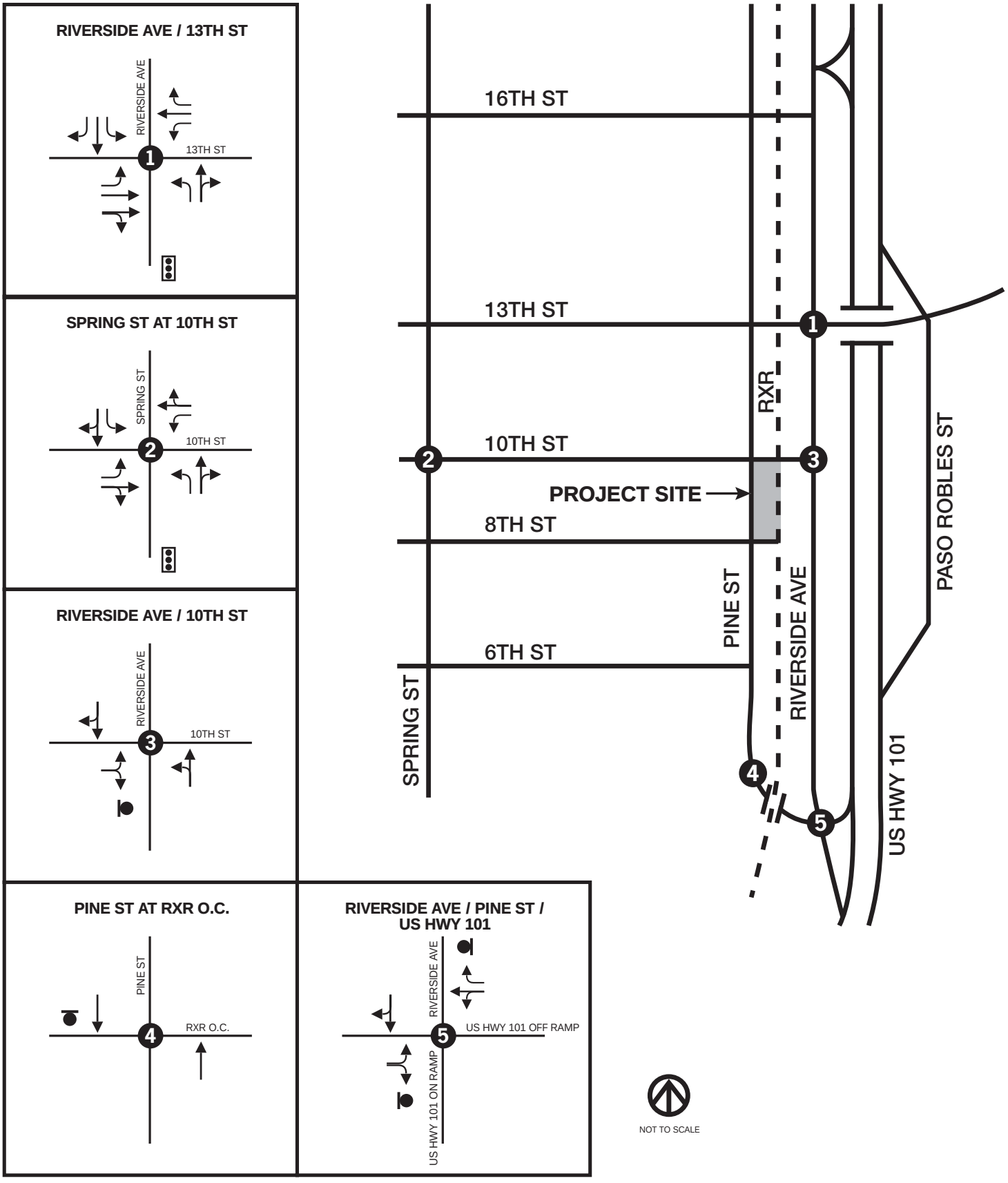
1. Elevator Lobby
2. Plaza Level Parking 38 spaces total
3. Shops Lease Space
4. Restroom

P3.4

Orosz Engineering Group, Inc.

1B

SITE PLAN PHASE 2
PINE STREET PROMENADE



KEY

= TRAFFIC SIGNAL

= STOP SIGN

Orosz Engineering Group, Inc.

2

LOCATION MAP AND
STUDY AREA INTERSECTIONS
PINE STREET PROMENADE

10th Street – 10th Street forms the northern boundary of the project site. The two lane collector roadway lies between Riverside Avenue and west of Spring Street. The travel speeds along 10th Street are in the 25-30 MPH range and parking is provided on both sides of the street.

8th Street – 8th Street forms the southern boundary of the project site. The eastern terminus of 8th Street is just east of Pine Street at the multi-modal transit/train station. All of the Paso Express buses meet or transfer at this location for travel throughout the City. Two travel lanes, one in each direction, exist for 8th Street. On-street parking is available and the vehicle travel speeds are 25 MPH.

Alternative Transportation

The project site is service by Public Transit by the Paso Express. At the transit station located at Pine Street and 8th Street, all of the Paso Express buses meet to transfer passengers in the downtown area and around Paso Robles. Route C utilizes Riverside Avenue, 10th Street and Pine Street to access the transit center. Other Routes A and B utilize 6th, 8th and 9th Streets to Spring Street and beyond. In general, the transit headways are approximately 60 minutes Monday through Friday 7:15 AM to 7:15 PM, with Saturday service from 10 AM to 4 PM.

Pedestrian accommodation is generally very good in the downtown area with sidewalks, accessible ramps and crosswalks located throughout the area. Specifically along Pine Street, south of 17th Street to 8th Street, sidewalks are provided. To the north of 17th Street and south of 8th Street, sidewalks are not generally provided.

Separated bicycle lanes are not provided within the study area.

Study Area Intersection Operation

The City of Paso Robles identified four study area intersections for this analysis. The four locations include:

- Riverside Avenue at 13th Street
- Spring Street at 10th Street
- Riverside Avenue at 10th Street
- Pine Street at the Railroad overcrossing/Riverside Avenue/US Highway 101 Southbound Ramps

An inventory of the lane geometry and traffic controls present was collected. As 13th Street, Riverside Avenue and the 17th Street US Highway 101 southbound ramp intersections are under construction and will be completed soon (mid 2014), the post construction lane geometries were utilized for this analysis. These lane geometries and traffic controls are summarized in Figure 2.

Existing 2014, intersection turning movement volumes were collected for the same four intersections in May of 2014 during normal school sessions. With the direction and concurrence of the City Public Works Department, the existing traffic volumes were manually adjusted to account for the change it travel patterns that are likely to occur in the downtown area when the 17th Street US 101 southbound ramps are open to travel. Approximately 40-60% of the traffic currently utilizing Riverside Avenue to

gain access to southbound US Highway 101 at Pine Street will be traveling to the new 17th Street on/off ramps. The modified existing traffic volumes during the AM and PM peak hours for the study area intersections are depicted in Figure 3.

With the intersection lane geometry, traffic controls and traffic volumes, the existing intersection operation was calculated based on the guidelines described in the City's Transportation Impact Analysis Guidelines, July 2013. The resulting intersection operation is summarized below.

Table 1
Existing Intersection Operations

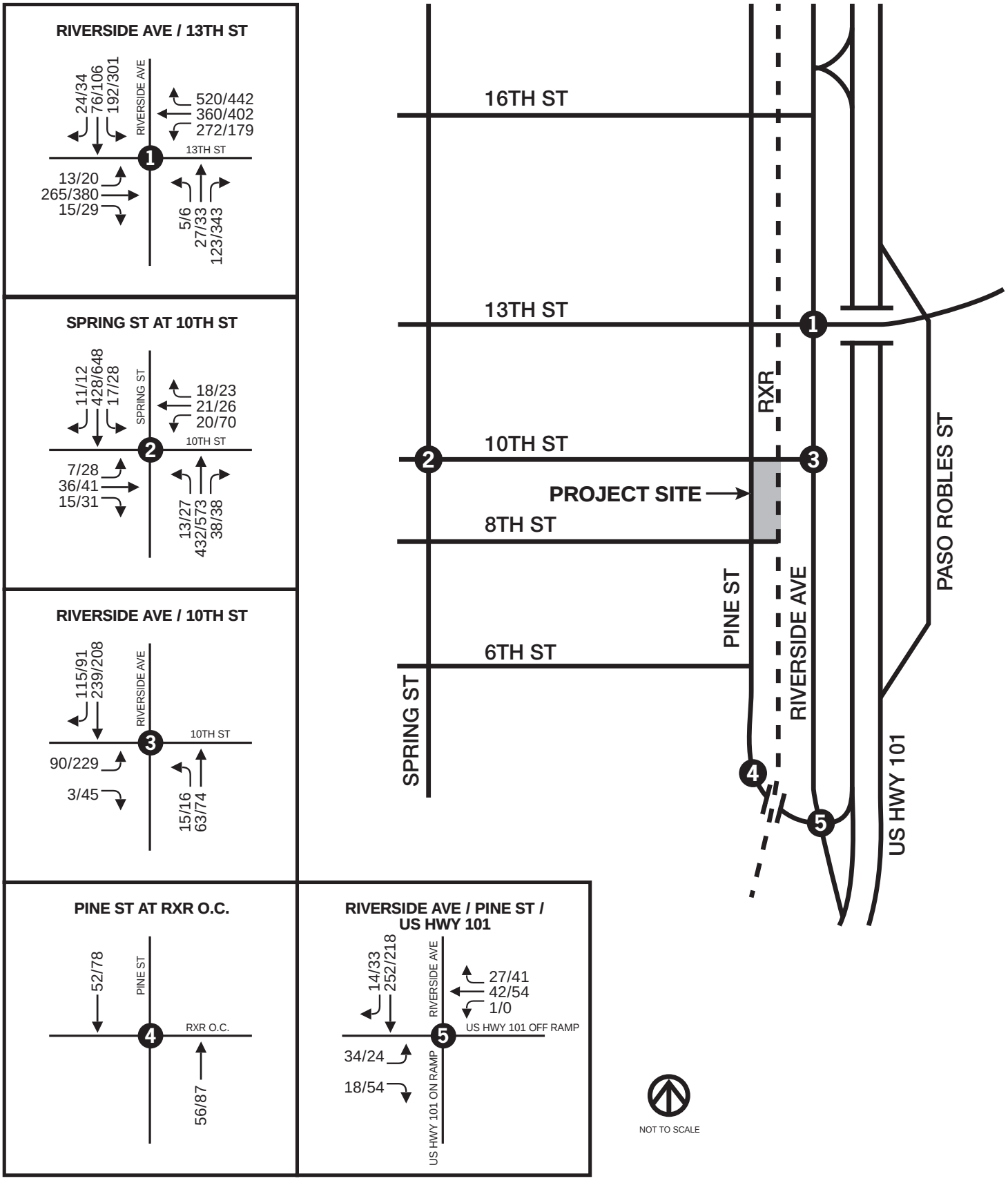
Location	Control	AM Peak Hour	PM Peak Hour
13th Street at Riverside Avenue	Traffic Signal	22.7 sec / LOS C	22.5 sec / LOS C
10th Street at Spring Street	Traffic Signal	5.5 sec / LOS A	7.9 sec / LOS A
10th Street at Riverside Avenue	STOP Sign (side street only)	2.9 sec / LOS A (overall) 12.2 sec/LOS B (worst movement)	6.8 sec / LOS A (overall) 15.9 sec/LOS C (worst movement)
Pine Street at Riverside Avenue	STOP Sign (side street only)	3.4 sec / LOS A (overall) 11.7 sec/LOS B (worst movement)	4.4 sec / LOS A (overall) 11.4 sec/LOS B (worst movement)

The intersection operation is noted in terms of average delay of a number of seconds per vehicle. The level of service (LOS) is based on levels A-F, where LOS is free-flow traffic conditions and LOS F is severely congested conditions. The City of Paso Robles has a target LOS goal of LOS C for City facilities. Caltrans also has a target of LOS C for their freeway ramp facilities. As seen in Table 1, all four of the study area intersections operate at LOS C or better which is consistent with the General Plan Circulation Element goals and policies.

EXISTING PLUS PROJECT CONDITIONS

Trip Generation

To estimate the project traffic impact on the surrounding circulation system in the Town Center area, the trip generation rates published by the Institute of Transportation Engineers (ITE) in Trip Generation: An informational report; 9th Edition, were used. As the project site is located within the Town Center area of Paso Robles that is implementing a focus of "park once" and with the project being an in-fill urban development, adjustments to the standard trip generation rates were used to account for the non-motor vehicle trips that are expected to occur. The trip rates were applied to the proposed amount of development by specific land use and then in-fill adjustments were applied as a primary trip factor.



KEY
XX/YY = AM/PM PEAK HOUR VOLUMES

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EXISTING TRAFFIC VOLUMES
PINE STREET PROMENADE

The trip generation estimate for Phase 1 of the project is summarized in Table 2. As seen in this table, the project is estimated to generate a total of 1,991 daily trips with 128 AM and 155 PM Peak Hour trips.

Table 2
Trip Generation Summary
Phase 1 Pine Street Promenade

Phase 1			**Land Use**	**Trip Rates**			**Trips**		
Use	Size	Units	Code	ADT	AM PHT	PM PHT	ADT	AM PHT	PM PHT
Office	16.169	KSF	710	11.03	1.56	1.49	178	25	24
		Percent Primary Trips	0.5				89	13	12
Hotel	106	Rooms	310	8.92	0.67	0.7	946	71	74
includes restaurant and conference									
Market	21.885	KSF	826	44.32	3.69	2.71	970	81	59
		Percent Primary Trips	0.5				485	40	30
Restaurant	7.492	KSF	931	89.95	0.81	7.49	674	6	56
		Percent Primary Trips	0.7				472	4	39
						Total Trips	1991	128	155

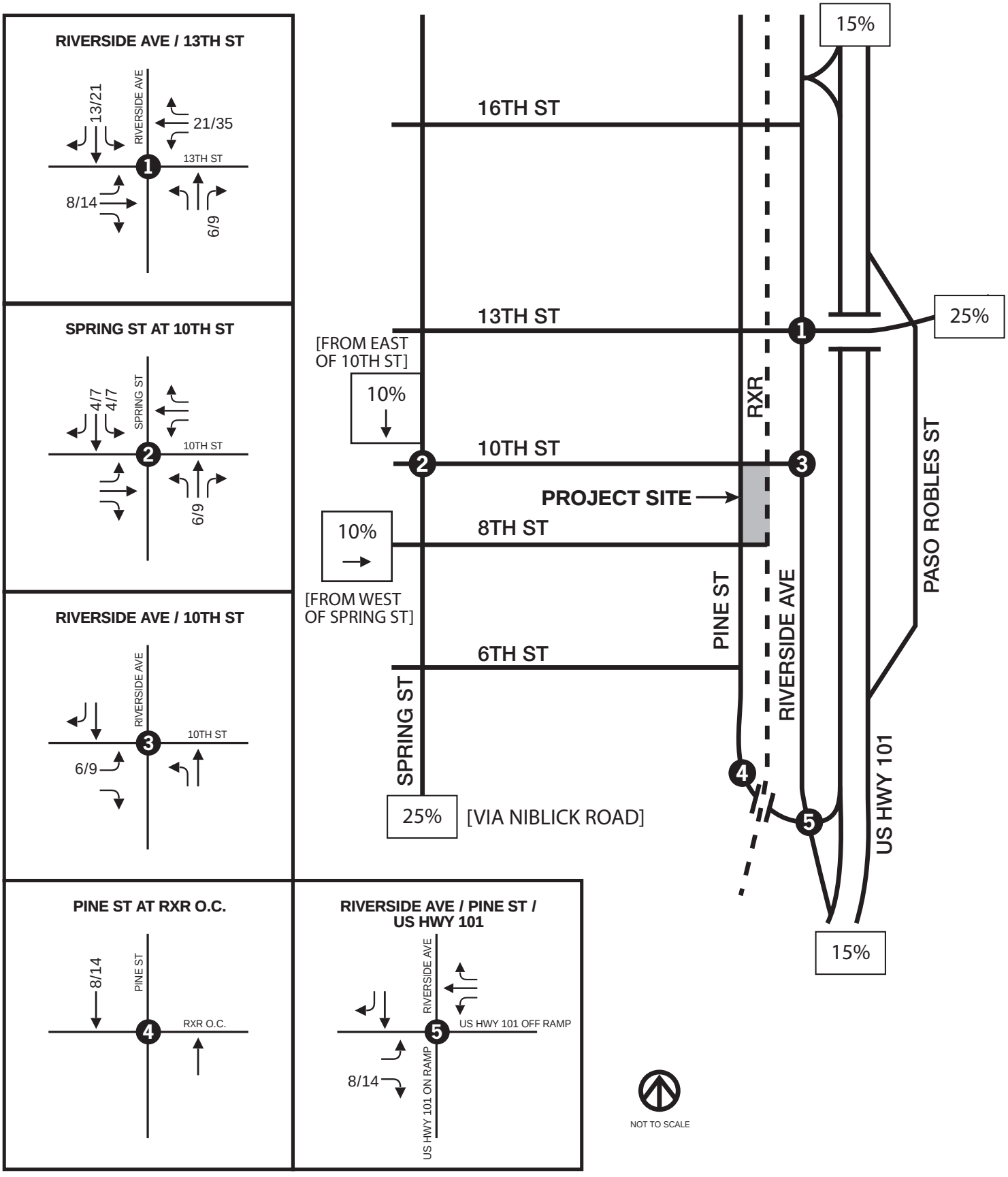
Similarly, the trip generation estimate for Phase 2 of the project is summarized in Table 3. The additional office, retail and performing arts center will generate slightly higher total traffic compared to Phase 1. As seen in this table, the project is estimated to generate a total of 2,551 daily trips with 140 AM and 232 PM Peak Hour Trips, on days when there are events held in the performing arts center. Since the performing arts center will not be used for large events daily, the trip generation was calculated for more of a normal setting. During this non-performing arts event scenario, the project is expected to generate a total of 2,109 daily trips with 140 AM and 165 PM Peak Hour Trips on typical weekdays.

Table 3
Trip Generation Summary
Phase 2 Pine Street Promenade
With and Without the Events at the Performing Arts Center

Phase 2			Land Use	Trip Rates			Trips		
Use	Size	Units	Code	ADT	AM PHT	PM PHT	ADT	AM PHT	PM PHT
Office	23.251	KSF	710	11.03	1.56	1.49	256	36	35
	Percent Primary Trips		0.5				128	18	17
Hotel	106	Rooms	310	8.92	0.67	0.7	946	71	74
Includes restaurant and conference									
Market	25.426	KSF	826	44.32	3.69	2.71	1127	94	69
	Percent Primary Trips		0.5				563	47	34
Restaurant	7.492	KSF	931	89.95	0.81	7.49	674	6	56
	Percent Primary Trips		0.7				472	4	39
Performing Arts Center	500	seats		0.93	0	0.14	465	0	70
Percent Primary Trips			0.95				442	0	67
						Total Trips	2551	140	232
Without Performing Arts Center							2109	140	165

Trip Distribution

The distribution of project traffic was assigned to the surround roadway network based on the existing traffic volume patterns, location of residential housing, previous studies and our general knowledge of the surrounding land uses. The distribution of project traffic is depicted in Figure 4 and is summarized below. The project traffic volumes are then superimposed on the existing traffic volumes to determine the existing plus project impacts. The existing plus project traffic volumes are depicted in Figure 5.



KEY
XX/YY = AM/PM PEAK HOUR VOLUMES
% = PROJECT TRAFFIC DISTRIBUTION

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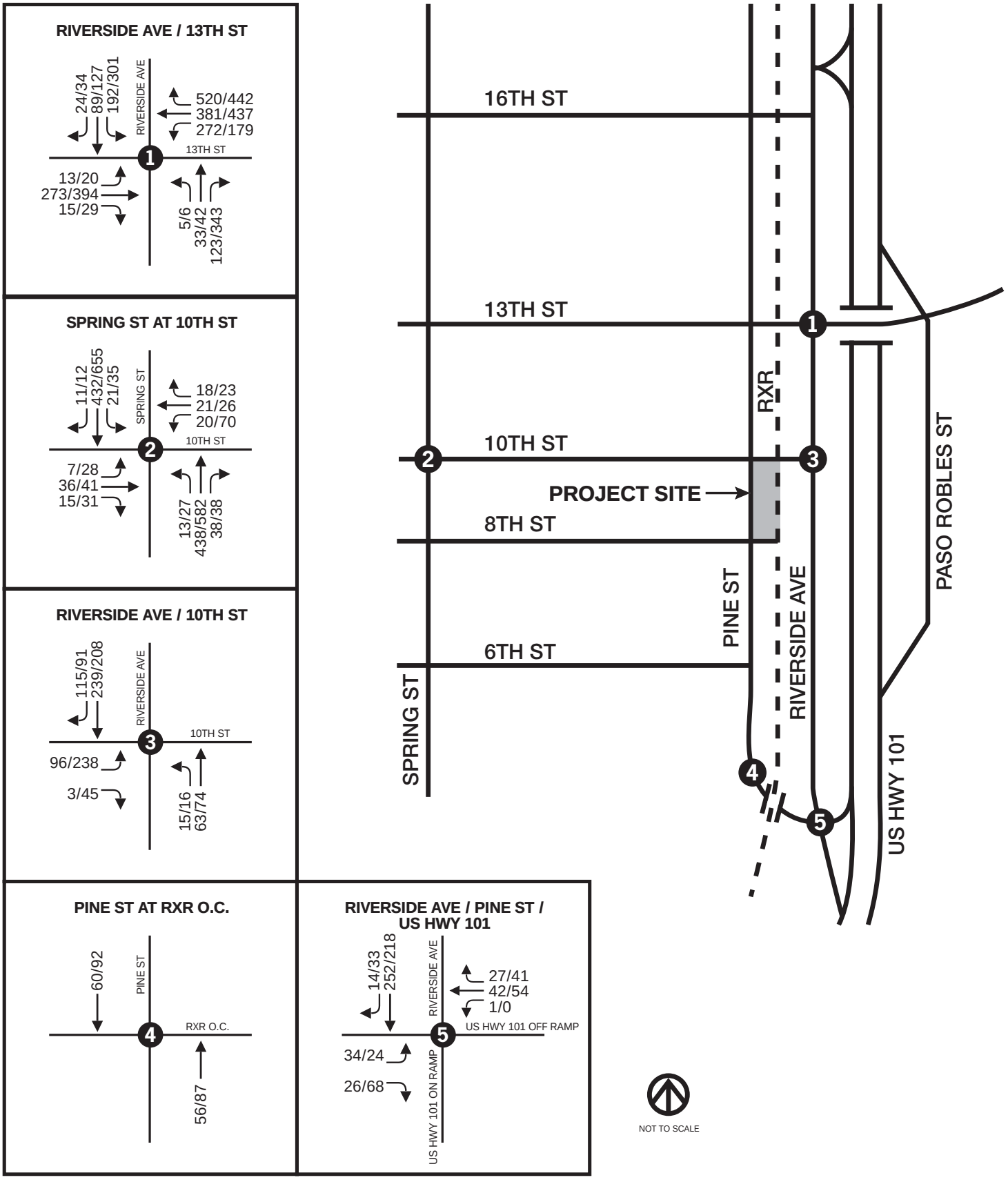
PROJECT TRAFFIC
DISTRIBUTION AND VOLUMES
PINE STREET PROMENADE



KEY
XX/YY = AM/PM PEAK HOUR VOLUMES

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EXISTING PLUS PROJECT TRAFFIC VOLUMES
PINE STREET PROMENADE

The general distribution of the project related traffic is as follows:

Percentage	Direction
25%	East via Niblick Road
25%	East via 13th Street
15%	North via US Highway 101
15%	South via US Highway 101
10%	West of Spring Street
10%	North of 10th Street in Downtown Paso Robles
100%	Total

To estimate the project impacts on the existing intersection operating conditions, the project traffic as shown in Figure 4 was superimposed on the existing peak hour traffic volumes shown in Figure 3 and the intersection operation was recalculated. The resulting intersection operation is shown below in Table 4 for the AM peak hour and Table 5 for the PM peak hour.

Table 4
Existing Plus Project AM Peak Hour
Intersection Operation Analysis

Location	Control	AM Peak Hour	Plus Project
13th Street at Riverside Avenue	Traffic Signal	22.7 sec / LOS C	22.8 sec / LOS C
10th Street at Spring Street	Traffic Signal	5.5 sec / LOS A	5.5 sec / LOS A
10th Street at Riverside Avenue	STOP Sign (side street only)	2.9 sec / LOS A (overall) 12.2 sec/LOS B (worst movement)	3.0 sec / LOS A (overall) 12.3 sec/LOS B (worst movement)
Pine Street at Riverside Avenue	STOP Sign (side street only)	3.4 sec / LOS A (overall) 11.7 sec/LOS B (worst movement)	3.6 sec / LOS A (overall) 11.6 sec/LOS B (worst movement)

As shown above and in Table 5, the addition of project traffic volumes does not change the existing intersection operations. All of the study area intersections continue to operate at LOS C or better, consistent with the General Plan Circulation Element goals and policies during the AM and PM peak hours.

Table 5
Existing Plus Project PM Peak Hour
Intersection Operation Analysis

Location	Control	AM Peak Hour	Plus Project
13th Street at Riverside Avenue	Traffic Signal	22.5 sec / LOS C	22.7 sec / LOS C
10th Street at Spring Street	Traffic Signal	7.9 sec / LOS A	7.9 sec / LOS A
10th Street at Riverside Avenue	STOP Sign (side street only)	6.8 sec / LOS A (overall) 15.9 sec/LOS C (worst movement)	7.0 sec / LOS A (overall) 16.2 sec/LOS C (worst movement)
Pine Street at Riverside Avenue	STOP Sign (side street only)	4.4 sec / LOS A (overall) 11.4 sec/LOS B (worst movement)	4.6 sec / LOS A (overall) 11.4 sec/LOS B (worst movement)

Pine Street Railroad Undercrossing

Currently, southbound Pine Street is controlled by a STOP sign to allow northbound traffic to have the right of way through the narrow undercrossing. The existing traffic volumes reach a total 108 vehicles during the AM peak hour and 165 vehicles during the PM peak hours. As the traffic volumes are relatively balanced and average 1.5 to 3 vehicles per minute, the delays and operation are within acceptable limits. With an average of 20-30 seconds between vehicles, some delays may occur, and there is adequate space to not result in significant queuing.

With the proposed project, the combined two-way traffic volumes rise slightly to 116 AM and 179 PM peak hour trips. With the addition of the proposed project traffic volumes, no significant changes in the operation of this undercrossing are anticipated.

Project Deficiencies

The project does not result in the creation of any new circulation deficiencies. The proposed project is providing off-street parking to meet the City's requirements as described in the following section. Sidewalks are proposed along all street frontages. The project is providing additional parking areas adjacent to the transit center and encouraging walking by providing complementary land uses to the existing Downtown. No changes in the circulation of the bus transit routes would be impacted by the project. As the study area intersections continue to operate as acceptable levels of service, no intersection operational deficiencies are found.

CONSTRUCTION DEFICIENCIES

Due to the size of the project, the number of construction worker trips will be similar to or less than the project volumes so that the project construction related circulation impacts would be equal to or less

than the project impacts described above. As no project related circulation impacts were identified, the impacts associated with the construction traffic would not be expected. Construction truck trips are likely to utilize Riverside Avenue, 10th Street and Pine Street to access the project site. Freeway access would most likely occur at Paso Robles Street/13th Street northbound and at 17th Street/Pine Street/Riverside Avenue southbound.

PHASING OF PROJECT

The project is proposed to be developed in two phases. The first phase consists of the hotel, restaurant, shops and office uses with surface parking. The second project phase consists of the removal of the surface parking, the construction of the parking garage, performing arts center and ancillary office and retail shops. (See Figures 1A and 1 B).

As the traffic generated by the total project did not result in any traffic circulation impacts, there was no need to conduct a Phase 1 only traffic impact analysis. Further, as the project is consistent with the General Plan Land Uses, a General Plan 2035 build out analysis was not required, consistent with the City's Transportation Impact Analysis Guidelines.

City Parking Requirement Analysis

The project land uses create an environment whereby shared parking use of the available spaces will occur. The hotel also has a dedicated valet parking area that can be utilized by restaurant and office patrons. Within the hotel area, a total of 162 parking spaces are reserved for these uses and will only be accessed by valets. The valet pick-up and drop-off area is located on Pine Street near the hotel lobby, just south of 10th Street.

Within Phase 1, there will be an expanded use of an existing surface parking lot totaling 86 parking spaces located between the hotel/office/restaurant buildings and the existing bus parking area at the southern end of the project site near 8th Street.

When Phase 2 is constructed, the surface parking lot will be removed and a parking structure containing 230 spaces would be constructed at the southern end of the project site where the existing bus parking areas exist near the transit center.

The first level of analysis is to provide parking that meets the zoning code requirements within the City Municipal Code. The project is located within the Town Center Specific Plan area in Zone TC-1. Within this zone, parking for non-residential uses is required to be provided at a rate of 1 space per hotel room and 1 parking space per 400 square feet of development for all other non-residential uses. The project parking requirements are summarized in Table 6 below. As shown in this table, the proposed project meets and exceeds the minimum parking requirements set by the City's zoning code.

Table 6
Parking Requirements
Pine Street Promenade

Use	Size	Requirement	Spaced Required	Spaces Provided	Meets Requirement
Hotel	106 rooms	1 space per room	106		
Restaurant	7,492 SF	1 space per 400 SF	19		
Retail	21,885 SF	1 space per 400 SF	55		
Office	16,169 SF	1 space per 400 SF	40		
Total Phase 1			220 spaces	248 spaces	Yes
Hotel	106 rooms	1 space per room	106		
Restaurant	7,492 SF	1 space per 400 SF	19		
Retail	25,426 SF	1 space per 400 SF	64		
Office	23,251 SF	1 space per 400 SF	58		
Performing Arts	26,652 SF	1 space per 400 SF	67		
Total Phase 2			313 spaces	392 spaces	Yes
	Without Performing Arts Activities		246 spaces	392 spaces	Yes

Within the Town Center Specific Plan, a centralized parking structure was assumed to be constructed on or near the project site. At build out of this project, the site would not only provide adequate parking for its own use, but will provide up to 146 additional parking spaces to be available to the public, based on City Parking Requirements.

Parking Demand Analysis

In addition to the parking requirement analysis, a parking demand analysis was conducted to ensure that the actual operation of the project would not result in a parking shortfall. The parking demand analysis is based on the research conducted by the Urban Land Institute (ULI) regarding how various land uses parking demand fluctuates throughout the day, peaking at different times.

Utilizing the ULI parking demand model, the peak parking demands for the project are summarized in Table 7. As shown in Table 7, the peak parking demand for Phase 1 occurs on a weekday at 2 PM with 247 spaces, with a weekend peak parking demand of 237 spaces at 8 PM. The time of day and month of year peak parking demands for the project are attached to the rear of this report.

The Phase 2 peak parking demand during an event at the Performing Arts Theater occurs at 8 PM on both weekdays and weekends with 376 spaces and 392 spaces, respectively.

Table 7
Parking Demand Summary
Pine Street Promenade

Parking Space Tabulation					
	Total Supply	Weekday		Weekend	
	Supply (spaces)	Demand (spaces)	Available (spaces)	Demand (spaces)	Available (spaces)
Phase 1	248	247	1	237	11
Phase 2	392	376	16	392	0
Phase 2 (without Theater Event)	392	279	113	241	151

APPENDIX

References
John Falkenstien – City of Paso Robles, Public Works
Darren Nelson – City of Paso Robles, Community Development
Mike Hodge – Hodge Companies
Steven Puglisi – Steven Puglisi Architects

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Existing Vehicle, Bicycle and Pedestrian Traffic Count Data

Intersection Operation and Level of Service Calculation Worksheets for:
- Existing Conditions
- Existing Plus Project Conditions

THESE STATISTICS ARE ON FILE IN COMMUNITY DEVELOPMENT DEPT.

Pine Street Promenade Mitigation Measure Summary – Attachment 9

AQ-1 The duration of the period where architectural coatings are applied is significant in determining the daily emissions rate. During the project construction the duration of the application of architectural coatings requires 138 days for the scenario with the PAC, 89 days for the scenario without the PAC, and 71 days for the parking structure.

AQ-2 A geologic study has indicated that naturally occurring asbestos is not present at the site, an exemption request is to be filed with the APCD for their concurrence.

AQ-3 If demolition work encounters asbestos containing materials these are to be removed and disposed of in an appropriate manner. Should asbestos containing utility pipes be removed the APCD should be notified and requirements stipulated by federal and local agencies should be implemented. The following APCD Standard Condition of Approval is added as a project condition:

Demolition of Asbestos Containing Materials
There are existing structures on the site that will be demolished. Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during demolition or remodeling of existing buildings. Asbestos can also be found in utility pipes/pipelines (transite pipes or insulation on pipes). If building(s) are removed or renovated; or utility pipelines are scheduled for removal or relocation, this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 for further information.

AQ-4 The achievement of emission standards for the project is contingent on meeting the APCD requirements. Where project emissions for ROG+NOx exceeds the threshold limit of 25 lbs/day, implementation of mitigations is required. The APCD CEQA Handbook includes Table 3-5 listing possible mitigations. A project that generates between 25 and 29 lbs/day of combined ROG+NOx is to implement at least 8 mitigation actions from the listing in the handbook: Projects that generate between 30 and 34 lbs/day of combined ROG + NOx are to select at least 14 mitigation measures from the listing. The project applicant shall provide documentation that the proposed actions are implemented and that they are sufficient to reduce emissions to threshold levels for the selected construction scenarios.

AQ-5 Some equipment that may be used during construction or during future operations may require additional permits. Activities that may require additional permits are listed in the APCD CEQA Handbook: Potentially relevant activities include:

- Portable generators and equipment with engines that are 50 hp or greater.
- Electrical generation plants or the use of a standby generator.

The preceding analysis indicates that future operation of the project can increase the levels of the ozone precursors (ROG and NOx) above established APCD thresholds. However, the project can be conditioned to reduce levels to less than significant levels.

AQ-6 The project shall include multiple measures to lessen production of ROG and NOx. The project sponsor shall incorporate at least 18 of the mitigation measures listed in Table 3-5 in the APCD CEQA Handbook (Attachment 5) with the objective of reducing emissions to less than threshold levels.

AQ-7 The APCD requires the following standard dust mitigation actions:
Condition: The following expanded list of fugitive dust mitigation measures is made a condition of approval:

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 loosematerials 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 exitunpaved 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.

AQ-8 The contractor is to demonstrate that the off-road fleet that will be used is cleaner than the State-wide average by 10%.

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

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

BIO-3 Upon completion of each project phase, a letter by the Project Arborist shall be provided to the City that indicates that all tree protection measures have been complied with to his or her satisfaction.

GHG-1: The project sponsor shall work cooperatively with City and APCD Staff to refine the estimates used in developing emissions forecasts, and to include other project features that will reduce production of greenhouse gasses. If off-site mitigations are required, the project sponsor shall commit to sponsorship of these projects or to the state's greenhouse gas reduction initiatives.

GHG-2: The project shall be designed to incorporate the following measures:

a) The project sponsor should demonstrate how the project meets and exceeds the 2013 Title 24 standards.

b) The project shall have a solar PV system generating 50 – 60 kW

c) The hotel commits to having bikes for guests to rent where they can also tie into the Local and Regional transit systems

d) The project shall provide showers and changing areas for employees.

e) The project shall provide electric vehicle charging stations for patrons. Initially, two charging stations will be provided and the number increased proportionate to the increase in registration of electric cars.

f) The construction contractor will be required to use off-road vehicles that exceed the state average by 10%.

g) Irrigation and plumbing will meet CAL Green standards.

h) Greywater will be reused in toilets, cooling, or irrigation.

GHG-3: The project sponsor shall work with the City and the APCD to implement reduction in greenhouse gas emissions to levels that are below the threshold of 1150 annual metric tons of CO2e. If this goal is not achievable with project based emissions, the project sponsor shall pay off-site mitigation fees at a rate specified by the APCD.

N-1: Installation of an air conditioning or a mechanical ventilation system so that windows in rooms and office spaces facing east can remain closed.

N-2: Exterior doors facing east should be solid core with sweeps and seals that make a positive closure.

N-3: Exterior walls should be constructed of stucco 7/8" three coats over plywood 5/8" on exterior.

N-4: Interior surfacing should be 5/8" for drywall interior. Additional acoustic insulation could be achieved by two layers of drywall or application over resilient furring channels.

N-5: Glass in both windows and doors should not exceed 20% of the floor area in a room. This is for conventional windows. It is reasonable to permit an increased opening size if the window assembly conforms to the specifications providing a greater than 25 dB NLR. The greatest improvement in the sound insulation of windows can be achieved by using thicker glass and a larger air space between panes in dual glazed windows. STC values may be used in estimating a window's sound blocking qualities but the newer, Outdoor-Indoor Transmission Class or OITC (ASTM E1332) value is preferred and more appropriate for units exposed to transportation noise.

N-6: Voids around windows should be filled with insulation and wood blocking, and the perimeter of windows thoroughly caulked.

N-7: Vents and openings should be minimized on the sides of the buildings exposed to the road and if vents are required, they should be designed with acoustical baffles.

Attachment 10

Mitigation Monitoring and Reporting Plan

Project File No./Name: PD 14-001 – Pine Street Promenade
Approving Resolution No.:
Date:

The following environmental Mitigation Measures were either incorporated into the approved plans or were incorporated into the Conditions of Approval. Each and every Mitigation Measure listed below has been found by the approving body 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
AQ1 – AQ8	Project	Planning Division, Building Division			
BIO1-BIO3	Project	Planning Division			
GHG 1-GHG3	Project	Planning Division			
N1-N7	Project	Planning Division, Building Division			

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