

ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM  
CITY OF PASO ROBLES  
November 5, 2014

- 1. PROJECT TITLE:** Hilton Garden Inn
- Concurrent Entitlements:** Planned Development (PD 14-004)  
Lot Merger (LLA 14-004)
- 2. LEAD AGENCY:** City of Paso Robles  
1000 Spring Street  
Paso Robles, CA 93446
- Contact:** Susan DeCarli  
**Phone:** (805) 237-3970  
**Email:** sdecarli@prcity.com
- 3. PROJECT LOCATION:** 2348 Golden Hill Road  
Paso Robles, CA 93446  
(See Attachment 1, Vicinity Map)
- Assessor Parcel Numbers:  
025-403-003; 025-403-011
- 4. PROJECT PROPONENT:** Route 19, LLC
- Contact Person:** Christy Gabler, North Coast Engineering  
**Phone:** (805) 239-3127  
**Email:** Christy@northcoastengineering.com
- 5. GENERAL PLAN DESIGNATION:** Commercial Service (CS)
- 6. ZONING:** Commercial/Light Industrial (C3)
- 7. PUBLIC REVIEW PERIOD:** November 10, 2014 through December 9, 2014
- 8. PROJECT DESCRIPTION:** This is a proposal to establish a 3-story hotel, in two phases, with a build-out of 166 guest rooms. In compliance with the applicable City Zoning Code standards, the site includes 176 parking spaces allowing for one space per guest room and 10 spaces for employees. Parking spaces include standard, compact, EV charger, and handicapped accessible parking stalls, in addition to motorcycle spaces, and bicycle parking facilities. See Attachments: 2 - Site Plan, and 3 - Elevations.

The hotel will include ancillary guest facilities including:

- lounge for hotel guests
- meeting rooms
- fitness center
- outdoor pool

The total existing lot area is 3.43 acres, and includes 2 separate parcels. The application includes a proposal to merge the two lots. The existing hotel site is fully developed with buildings and parking lots (Paso Robles Truck Center). The existing business and building would be demolished to allow for development of the new hotel.

- 9. ENVIRONMENTAL SETTING:** The project site is located at the southeast quadrant of State Route 46 East (SR 46E) and Golden Hill Road. The property is adjacent to SR 46E to the north, Golden Hill Road to the west, and commercial/light industrial development to the south and east. The site is accessed from Golden Hill Road. There are no existing biological resources located on the site or in the near vicinity. There are landscaping and trees along the northern boundary within the Caltrans right-of-way.

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. If this project is approved, the property would be served with municipal water service for potable and irrigation water needs. It would also be provided with City sewer service.

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

None.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Susan DeCauli  
Signature:

November 10, 2014  
Date

## **EVALUATION OF ENVIRONMENTAL IMPACTS:**

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

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**I. AESTHETICS:** Would the project:

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

Discussion: The project site is located at the northwest corner of State Route 46 East (SR 46E). This location is identified as a “gateway” to the City in the City’s General Plan, Conservation Element (Figure C-3), which establishes policy guidance to ensure that new development presents an attractive design that integrates well into the surroundings, and is consistent with design themes in the City. However, the project location is not designated as being in a scenic view corridor, nor is it within a scenic vista.

The existing site has a simple metal shell building, chain link fencing, and outdoor storage of trucks and equipment. The proposed hotel project will upgrade the existing visual quality of the site, and not result in a substantial adverse effect on scenic resources.

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

Discussion: The project site is not located within a State scenic highway. There are no scenic resources such as rock outcroppings, natural resources such as oak trees, or historic buildings located on the site. Therefore, 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The existing visual quality of the site is low since it is developed with metal buildings and parking lots, minimal landscaping and outdoor storage of trucks and equipment. The proposed project would upgrade and enhance the visual quality of the site, and improve the overall view of the property and surroundings with a new contemporary designed hotel, landscaped site improvements, pool, and parking lots with trees and landscaping. Therefore, the proposed project would likely improve the existing visual quality of the site and 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) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The existing site is developed with a commercial use, which has site and building lighting fixtures. The proposed hotel will include building lighting and parking lot light standards similar to the agrarian style light standards used in the Regency Center parking lot across SR 46E to the northwest. Parking lot lights will be kept to the minimum height necessary to provide for site safety. The building and monument signs will include subdued backlighted design features. There are no residents or other sensitive land uses within the near vicinity since the project site is within a commercial highway corridor. Therefore, the proposed project will result in less than significant impacts from light or glare.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**II. AGRICULTURE AND 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. The site is already fully developed and disturbed with urban land uses, and it is not presently farmed. Therefore, the project would not 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.

- 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: There are no properties with agricultural resources or activities located within the near vicinity. Therefore, the proposed project could not result in pressure to convert agricultural land to urban uses.

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

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan?<br>(Source: Attachment 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: An Air Quality Analysis was prepared by AMBIENT Consulting for this project. (See Attachment 4.) The study evaluated project consistency with the SLO County Air Pollution Control District Clean Air Plan (APCD CAP), in particular with land use and transportation control measures. These measures include: a voluntary trip reduction program; EV charging stations; and bikeway and pedestrian improvements. (There is no transit that serves this area of the City.)

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 study notes that the project is located within 2.6 miles of the Amtrak and multi-modal transportation station. The project will include hotel shuttle service to the multi-modal station for hotel guests. Additionally, the project frontage improvements include adding new Class 2 bike lanes. The site plan also includes installation of bike racks and bike lockers for guests and/or employees. Lastly, the site will be served with pedestrian sidewalks to connect to surrounding uses. Therefore, considering these measures, the project does not conflict with the SLO County APCD CAP.

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

Discussion: The northern area of San Luis Obispo County occasionally exceeds ozone levels (both federal and state standards). The Air Quality Impact Study indicates that the project would exceed local thresholds for construction-related emissions, however the study also includes mitigation measures that can be employed to reduce those emissions to less than significant levels. In particular, the study indicates that the project would exceed maximum daily emission of ROG and Nox. Implementation of mitigation measures MM AQ-1 and MM AQ-2 would reduce potential short-term construction emissions to a less than significant level.

The study indicates that the project would not exceed operational thresholds (due to project-related trip generation and energy use) established by the Air District, therefore, impacts from operational emissions would be less than significant.

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

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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Discussion: See III b. above. Operational emissions were quantified using the CalEEMod computer program based on the default modeling parameters contained in the model for San Luis Obispo County. Net increases in operational emissions for project Phase I and build-out conditions, in comparison to SLOAPCDs corresponding significance thresholds, which are summarized in Table 17 of the Air Quality Analysis. As depicted, net increases in operational emissions for project Phase I and build-out conditions would not exceed the District's corresponding daily or annual significance thresholds. As a result, long-term operational emissions generated by the proposed project are considered to have a less than significant impact.

Short-term increases in emissions would occur during the construction process. Construction-generated emissions are of a temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. The construction of the proposed project would result in the temporary generation of emissions associated with site grading and excavation, paving, motor vehicle exhaust associated with construction equipment and worker trips, as well as the movement of construction equipment on unpaved surfaces. Short-term construction emissions would result in increased emissions of ozone-precursor pollutants (i.e., ROG and NO<sub>x</sub>) and emissions of particulate matter (PM<sub>10</sub>). Emissions of airborne PM are largely dependent on the amount of ground disturbance associated with site preparation activities and can result in increased concentrations of PM that can adversely affect nearby sensitive land uses. Because estimated emissions of ROG and NO<sub>x</sub> would occur, MM AQ-1 (a) would reduce emissions to a less than significant level. Mitigation measures MM AQ-1 (b) and (c) would be applied to minimize nuisance impacts associated with construction-generated fugitive dust emissions.

There is a potential to have naturally occurring asbestos and/or asbestos associated with demolition of existing structures. Additionally, construction may result in generation of fugitive dust. Therefore, mitigation measures included in MM AQ-2 shall be applied. Implementation of MM AQ-2 would reduce potentially significant impacts related to asbestos and/or fugitive dust to a less than significant level.

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

Discussion: Localized concentrations of CO are of primary concern in areas located near congested roadway intersections. Access to the hotel site would be provided on Golden Hill Road. The nearest signalized intersection primarily affected by the proposed project is the intersection of Golden Hill Road and SR 46E. Based on the traffic analysis prepared for this project, this intersection is projected to operate at LOS C with project implementation (See Attachment 4, Traffic Study). As a result, the proposed hotel project would not be anticipated to result in or contribute to unacceptable levels of service (i.e. LOS E or F), at primarily affected nearby signalized intersections. In addition, the proposed project would not result in emissions of CO in excess of the District's significance threshold of 550 lbs/day. Additionally, there are no sensitive receptors in the nearby vicinity that could be affected by localized pollutant concentrations. Therefore, this impact is considered less than significant.

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

Discussion: The proposed project would not result in the installation of any equipment or processes that would be considered major odor-emission sources. However, construction of the proposed project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people. In addition, pavement coatings and architectural coatings used during project construction would also emit temporary odors.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly within increasing distance from the source. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. Additionally, there are no residences located in the near vicinity of the project site that could be exposed to objectionable odors. For these reasons, potential exposure of sensitive receptors to odorous emissions would be considered less than significant.

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**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 project site has an existing truck service center and associated parking lots located on it. Thus, it is a completely urbanized, disturbed site. There are no biological resources (i.e. oak trees, special habitats, or wildlife species) located on the site, or within the near vicinity. Therefore, the proposed project could not adversely impact, directly or indirectly, protected species, and will not result in impacts to these resources.

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

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

- 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: As an existing urbanized site, there are no wetlands, waterways or other hydrological features located on the project site, or within the near vicinity that could be affected by the proposed project. Therefore, the project will not result in impacts to hydrological features and/or resources.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The project site an urban infill lot, surrounded by existing development and SR 46E. As such, the site is not within a native resident or migratory corridor with fish or wildlife, therefore development of the project could not impact resident or migratory corridors for fish or wildlife.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: See IV b. above. The project would not conflict with any local policies or ordinances established to protect biological resources, as there are no protected biological resources on or near the protect site.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: There are no Habitat Conservation Plans or other related plans applicable in the City of Paso Robles.

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**V. CULTURAL RESOURCES:** Would the project:

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

Discussion (a-d): There are no historic resources (as defined), located on the site. There are also no archaeological or paleontological resources known to be present on the site or in the near vicinity. Since the property 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.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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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.

**VI. GEOLOGY AND SOILS:** Would the project:

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

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

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

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: Per the General Plan EIR, the project site is located in an area with soil conditions that have a low to moderate potential for liquefaction or other type of ground failure due to seismic events and soil conditions. 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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. Therefore, potential impacts due to erosion or loss of topsoil would be less than significant.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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: This site is not located in an area with an unstable geologic unit that would be subject to on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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: This site is not located in an area with an unstable geologic unit that would be subject to expansive soil that could create a substantial risk to life or property.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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 Assessment was prepared by AMBIENT Consultants to evaluate potential Greenhouse Gas (GHG) emissions that may result from the project. (See Attachment 4)

Estimated GHG emissions attributable to future development would be primarily associated with increases of CO<sub>2</sub> from mobile sources. To a lesser extent, other GHG pollutants, such as CH<sub>4</sub> and N<sub>2</sub>O, would also be generated. Short-term and long-term GHG emissions associated with development of the proposed project are discussed, as follows:

Estimated increases in GHG emissions associated with construction of the proposed project are summarized in Table 20 of the GHG Impact Assessment. Based on the modeling conducted, annual emissions of greenhouse gases associated with construction of the proposed project would range from approximately 95.63 to 437.87 MTCO<sub>2e</sub>. However, these increases in short-term emissions would be more than offset by the removal of the operational emissions associated with the existing land uses. In comparison to the existing land use operational emissions for the corresponding periods, construction of the proposed project would result in an overall net reduction in GHG emissions of approximately 605.91 MTCO<sub>2e</sub>, which equates to a reduction of approximately 24.24 MTCO<sub>2e</sub>/year when amortized over the assumed 25-year life of the project. There would also be a small amount of GHG emissions from waste generated during construction; however, this amount is speculative. Actual emissions may vary, depending on the final construction schedules, equipment required, and activities conducted.

Estimated long-term increases in GHG emissions associated with the proposed project are summarized in Table 21 of the GHG Impact Analysis. Based on the modeling conducted, operational GHG emissions would be predominantly associated with mobile sources and energy use. To a lesser extent, GHG emissions would also be associated with solid waste generation, as well as, water use and conveyance. Total net increases in GHG emissions during the initial year of Phase I operations would total approximately 1,115.93 MTCO<sub>2e</sub>/year. After accounting for removed emissions from the existing land use (-365.73 MTCO<sub>2e</sub>/year) and amortized construction-generated emissions (-24.24 MTCO<sub>2e</sub>/year) the overall net increase in annual emissions for Phase I of the project would total approximately 725.96 MTCO<sub>2e</sub>/year. At project build-out, the overall net increase in GHG emissions would total 1,019.85 MTCO<sub>2e</sub>/year. Net increases in operational emissions of GHGs attributable to the proposed project would not exceed SLOAPCD's significance threshold of 1,150 MTCO<sub>2e</sub>/year. As a result, the proposed project would not be anticipated to have a significant impact on the environment. This impact is considered less than significant.

- 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, which demonstrate that the measures would reduce project-related GHG's to below the SLO APCD's GHG threshold of significance (1,150 MTCO<sub>2e</sub>/year). Therefore, this impact would be considered less than significant, and would not conflict with the policies of SLO APCD or the City's CAP.

As discussed earlier in this report, the City of Paso Robles CAP was adopted by the City Council on November 18th, 2013. The CAP is a long-range plan to reduce greenhouse gas (GHG) emissions from City

government operations and community activities within Paso Robles and prepare for the anticipated effects of climate change. The CAP will also help achieve multiple community goals such as lowering energy costs, reducing air pollution, supporting local economic development, and improving public health and quality of life (City of Paso Robles, 2013). To help achieve these goals, the CAP includes a “Consistency Worksheet”, which identifies various mandatory and voluntary actions designed to reduce GHG emissions. The CAP Consistency Worksheet can be used to demonstrate project-level compliance with the CAP. The worksheet is included in Appendix B of the GHG Impact Analysis report. The proposed land use would be consistent with current zoning (i.e., commercial/light industry). In addition, the project sponsor has agreed to implement all mandatory measures identified in the CAP consistency worksheet, which are included as required mitigation to ensure consistency with the 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.

- 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: See VIII a. above.

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

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?

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

- 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 Department, 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.

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**IX. HYDROLOGY AND WATER QUALITY:** Would the project:

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

Discussion: The Regional Water Quality Control Board adopted stormwater management requirements for development projects in the Central Coast region. Upon the Board's direction, the City has adopted a Storm Water Ordinance requiring all projects to implement low-impact development, best management practices to mitigate impacts to the quality of storm water run-off, and to limit the increase in the rate and volume of storm water run-off to the maximum extent practical.

These new requirements include on-site retention of stormwater. The applicant has met these requirements with a combination of surface treatment areas, shallow landscaped bio-retention pockets and a retention basin with Phase I. Phase 2 would replace the retention basin with a subgrade infiltration facility.

The applicant has prepared a storm water control plan offering a site assessment of constraints and opportunities and corresponding storm water management strategies to meet stormwater quality treatment and retention requirements in compliance with the regulations. Therefore, water quality standards will be maintained and discharge requirements will be in compliance with State and local regulations, and impacts to water quality, discharge and stormwater management will be less than significant.

- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., Would the production rate of pre-existing nearby

wells drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Would decreased rainfall infiltration or groundwater recharge reduce stream baseflow? (Source: 7)

Discussion: The project site is within the City limits and it is zoned to allow for commercial development, including hotels. 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 development impact fees for water service expansion and availability to mitigate its proportionate share of related impacts. Additionally, the City assigns "duty" factors that anticipate the amount of water supply necessary to serve various types of land uses. These factors are derived from determining the average water demands for each zoning district in the City. In this circumstance, the water supply necessary for development of commercial land uses permitted in the C3 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 planned for use in the basin.

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 installing an efficient water-conserving recycled water system for laundry water that will reduce water use for laundry by 80%. The City also implements the State Landscape Water Conservation regulations, however, the applicant has proposed drought tolerant plantings and efficient irrigation system, that may reduce water use for landscaping by 45% above what is required by the City's ordinance as well as low-flow plumbing fixtures. Thus, the project will

implement numerous “best management practices” to reduce water demands over “business-as-usual” and what is anticipated in the UWMP. 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 post-construction drainage will be maintained on the site. Additionally, surface flow would be directed to drainage areas for percolation into bioswale and subgrade drainage features on the site. There are no streams, creeks or rivers on or near the project site that could be impacted from this project or result in erosion or siltation on- or off-site. Therefore, impacts to drainage patterns and facilities would be 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 onsite 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.

- 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.

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**X. LAND USE AND PLANNING:** Would the project:

- a. Physically divide an established community?

Discussion: The project is surrounded by commercial land uses. There is no established "community" within the project vicinity. Therefore, the project could 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: The proposed hotel project is consistent with the General Plan Land Use Designation of Commercial Service and Commercial/Light Industrial zoning. The project site design is also consistent with the General Plan, Conservation Element, "gateway" designation. 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.

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**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.

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**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: As identified in the General Plan, Noise Element, Figure N-3a, the project site is located within the 65 dBA noise contour for future noise impacts. Figure N-1 indicates that it would be “conditionally” acceptable to allow construction of new hotels provided they incorporate noise reduction construction methods to reduce potential noise impacts. Typical construction methods include closed window and air conditioning systems, etc. The project will be conditioned to identify appropriate methods and incorporate them into the construction design. This would reduce the potential for noise impacts to a less than significant level.

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

Discussion: The project may result in short-term construction groundborne vibration from machinery, however, the construction noise is not anticipated to be excessive nor operate in evening hours. There are no residences or other sensitive land uses within the near vicinity that may be affected by excessive groundborne vibration or groundborne noise levels. Therefore, impacts from groundborne vibration noise would be considered less than significant.

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

Discussion: This hotel project will not create significant land use-related noise or traffic generated noise. Therefore, the project would not result in contributing permanent increases in ambient noise levels.

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

Discussion: See XII c. above. The project will not result in temporary or periodic increase in ambient noise levels.

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

**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?
- 
- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
- 

**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.

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**XV. RECREATION**

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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.

- 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?

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**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: The project would be consistent with the General Plan Circulation Element, Bike Master Plan and City Street Standards by providing frontage improvements including curb, gutter, sidewalk, street trees and bike lanes. Additionally, the City will seek improvement of the adjacent frontage of property located to the south of the site. The project site would include two access driveways. Given the limited space available to store vehicles turning from SR 46E onto Golden Hill, the project would be required to extend the center median on Golden Hill Road (on the south side of SR 46E) an additional 50 feet, and require southbound, left-turn movements into the site using the southernmost driveway entrance.

A Traffic Impact Study was prepared by ATE Associates for this project (See Attachment 5). The traffic study evaluates: existing traffic conditions; traffic that would be generated from the project; trip distribution; average daily trips (ADT); and AM & PM peak hour trips. It also evaluates traffic impacts to surrounding road and highway operations, and the intersection operations of SR 46E and Golden Hill Road with the project, plus a short-term cumulative analysis. The study also evaluated the left-turn storage capacity for all left-turn movements at the intersection.

The analysis of existing roadway conditions of SR 46E between Highway 101 and Union Road indicates that this road segment currently operates at 46% of existing capacity, which is a stable condition for motorists. The existing AM & PM peak hours also show that the existing system works well at Level of Service (LOS) "C", and that there is reserve capacity available.

The existing conditions plus the project for roadway operations and intersection operations would result in a

capacity utilization of 48%, and continuance of LOS C. The analysis evaluated impacts to the same facilities with the project and approved projects in the vicinity. The results show that roadway capacity would still be stable at 52%, and the intersection would continue to operate at LOS C. Left-turn storage capacity at the intersection would also still be less than the storage length capacity.

Full build-out of the General Plan without the project is estimated to result in exceeding the capacity utilization of the roadway at 108%, and an intersection level of service of LOS F. Build-out of the General Plan with the project is estimated increase the capacity utilization for roadway operation to 109%, and the interchange to LOS F. This indicates that exceeding the standard is not a direct result of this project. The project shall be required to pay traffic impact development fees for the proportionate share of impacts associated with the project to mitigate its impacts to traffic and roadways.

- 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 applicant will implement employee transportation demand measures to reduce traffic congestion, such as providing information on regional rideshare programs, well as provide shuttle service to the multi-modal transportation center and downtown for guests. Mitigation measures have been incorporated to provide these services. Therefore, the project does not conflict with impacts related to congestion management will be mitigated to a 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 it is designed in compliance with all emergency access safety features, and to City emergency access standards.

- 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 bike lanes, sidewalks, and walkways. It also includes bike racks and bike lockers for guests and employees. There are no public transit routes or bus stops within the near vicinity of the project site. 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 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. New requirements include on-site retention of stormwater, including a combination of surface treatment areas, shallow landscaped bio-retention pockets and a retention basin with Phase I. In the second Phase, the retention basin is replaced with a subgrade infiltration facility. 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 nearing completion of construction (Ayres Hotel), it is 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 27% smaller, it is estimated that it would result in 7.32 tons of C&D solid waste.

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

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

Discussion: The project proponent will be required to comply with the City’s adopted Municipal Code which encompasses the California Green Building Code for C&D waste, as well as landfill permit tonnage limitations (see XVII (f) above). Based on averages of typical hotel waste streams (which are included in the landfill capacity analysis of the 2010 Landfill Master Plan), as well as an estimate of C&D waste, the proposed project will comply with local and state solid waste regulations. Local and State solid waste regulations are in compliance with the federal solid waste regulations of the Environmental Protection Agency. Therefore, the proposed project will comply with all applicable solid waste regulations.<sup>3</sup>

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**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

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

periods of California history or prehistory?

Discussion: As noted in the Biological Resources section of this Initial Study, this is a fully developed site with buildings and parking lots, and there are no biological resources located on or near the project site. There are also no historic resources located on the site. Therefore, this project could not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

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

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

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

Based on substantial evidence, potential impacts identified related to air quality, GHG emissions, and traffic are not cumulatively considerable. With mitigation measures applied to this project it will not result in impacts that are individually limited or cumulatively considerable.

- 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

<b><u>Reference #</u></b>	<b><u>Document Title</u></b>	<b><u>Available for Review at:</u></b>
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

**Attachments:**

1. Vicinity Map
2. Site Plan & Landscaping Plans
3. Elevations
4. Air Quality and GHG Assessment
5. Traffic Study
6. Stormwater Control Plan & Site LID Plans
7. Mitigation Monitoring and Reporting Program

Attachment 1  
Project Vicinity Map





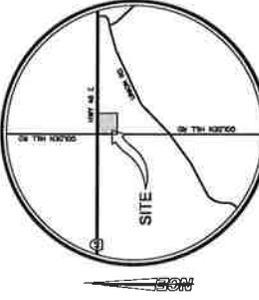
# Hilton Garden Inn™

HIGHWAY 46 EAST



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- 2. A501 SITE PLAN - PHASE 1 ONLY
- 3. A502 SITE PLAN - PHASE 2
- 4. A101 BUILDING PLAN GROUND LEVEL - PHASE 1 ONLY
- 5. A102 BUILDING PLAN LEVEL 2 & 3 - PHASE 1 ONLY
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- 7. A104 BUILDING PLAN LEVEL 2 & 3 - PHASE 2
- 8. A201 EXTERIOR ELEVATIONS (WEST & NORTH) - PHASE 1 ONLY
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- 12. C1.0 PRELIMINARY DRAINAGE & DRAINAGE
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- 14. C3.0 UTILITIES
- 15. C4.0 SITE CROSS SECTIONS
- 16. L1.0 PRELIMINARY LANDSCAPE PLAN - PHASE 1 ONLY
- 17. L2.0 PRELIMINARY LANDSCAPE PLAN - PHASE 2



**SITE STATISTICS - OVERVIEW**

ADDRESS	2346 GOLDEN HILL ROAD PASO ROBLES, CA 93446
A.P.N.	025-403-003 & 025-403-011
PROPOSED USE OF PROPERTY	COMMERCIAL - HOTEL PROJECT
TOTAL AREA	3.43 ACRES (146,260 SQ FT)
LOTS	1 COMMERCIAL LOT
BUILDING FOOTPRINT	32,877 SQ FT
ZONING DESIGNATION	C-3 (COMMERCIAL LIGHT INDUSTRY)
LAND USE DESIGNATION	C3 (COMMERCIAL SERVICE)
RECORD OWNER	ROUTE 18 LLC 17 CORPORATE PLAZA, SUITE 200 NEWPORT BEACH, CA 92660 (949) 422-8231
APPLICANT	ROUTE 18 LLC 17 CORPORATE PLAZA, SUITE 200 NEWPORT BEACH, CA 92660 (949) 422-8231
ENGINEER	NORTH COAST ENGINEERING, INC. 725 ONE PASO R R.C.E. 6 EXP. OF SANTA ANA (949) 21 (949) 21
ARCHITECT	MARK SARIN LOS AN NEWPORT (949) 21

**INTERNET**



IN THE CITY OF PASO ROBLES,  
SAN LUIS OBISPO, STATE OF  
CALIFORNIA, BEING A FRACTION OF LOT 7 ACCORDING  
TO THE RECORDS OF THE COUNTY OF SAN LUIS OBISPO,  
RECORDED IN BOOK 3 OF MAPS AT  
PARCEL 1 ACCORDING TO THE PAM FILE  
OF PARCEL MAPS AT PAGE 69 IN THE  
COUNTY RECORDER OF SAID COUNTY



DATE SUBMITTED: August 28, 2014



# Preliminary Plant Materials List

- Large Trees**
  - Palms*: *Washingtonia*, *Phoenix*
  - Quercus agrifolia*
- Medium Trees**
  - Quercus agrifolia*
  - Quercus agrifolia*
- Small Trees**
  - Quercus agrifolia*
  - Quercus agrifolia*
- Screen/Buffer Shrubs 4'-5'**
  - Abies grandiflora*
  - Berberis thunbergii*
  - Ceanothus 'Blue Atlas'*
  - Hamamelis 'Vladimir Botkin'*
- Mediterranean Garden/Pool Area**
  - Hemerocallis spp.*
  - Lavandula dentata*
  - Perovskia atriplicifolia*
  - Muhlenbergia rigens*
  - Sida tenuiflora*
- Parking and Frontage Road Shrubs and Groundcovers 2'-4'**
  - Barberry*
  - Berberis*
  - Day Lily*
  - Deer Grass*
  - Hosta*
  - Crochus Rosemary*



**GENERAL WATER CONSERVATION NOTES**

Planting and irrigation shall be designed to conserve water. The following factors have been incorporated to aid in the success of the project landscape:

- 1) Irrigation system to be a fully automatic system utilizing low precipitation spray heads and/or drip irrigation. Irrigation hydraulics shall be separated with control valves and backflow preventers into appropriate and compatible zones. All valves shall have pressure regulators and filters.
- 2) Plant materials proposed are selected for their compatibility to climatic and site conditions and for drought tolerance.
- 3) All planter beds shall be mulched with a 2" minimum layer of organic mulch throughout.
- 4) Mowed lawn has not been used to reduce irrigation demands.

**Electric Vehicle Charging Station**

Phase 1 Total Landscape Area - 26,854 square feet.

Estimated Total Water Use is 41% of Maximum Applied Water Allowed (Phase 1) Water. Estimated Landscape Demand.

Estimated Total Water Use is 40,000 gallons/year less than Maximum Applied Water Allowed.

**HILTON GARDEN INN  
PRELIMINARY LANDSCAPE  
PLAN**

**firma**  
LANDSCAPE ARCHITECTS

**MOORE ENGINEERING INC.**  
1900 South Main Street, Suite 200, San Jose, CA 95128  
408.298.8888

**L1.0**

Scale: 1" = 20'-0"

0 10' 20' 30'

NORTH

# Preliminary Plant Materials List

- Large Trees**
  - California Sycamore
  - California Live Oak
- Medium Trees**
  - Chinese Pistache
  - Prostrata Olive
- Small Flowering Trees**
  - Norway Maple Tree
  - Prunella 'Bridal' Pear
  - Fraxinus excelsior 'Raywood'
  - Raywood Ash Tree
- Small Patio Trees**
  - Cape Myrtle
  - Chilopsis linearis
  - Desert Willow
- Screen/Buffer Shrubs 4'-5'**
  - (No common name)
  - Prostrata Olive
  - Shrub Tree
  - Colinus sagittalis

- Mediterranean Garden/Pool Area**
  - Daphne
  - Laurel
  - Ruscus
  - Sage
  - Deer Grass
  - Italian Feather Grass
- Parking and Frontage Road Shrubs and Groundcovers 2'-4'**
  - Berberis 'Cherry Bomb'
  - Barberry
  - Deer Grass
  - Deer Grass
  - Deer Grass
  - Carpet Grass
  - Creeping Rosemary

- Mulch**
  - Mulch all ground cover and planter areas with 2" minimum layer 'walk or bark'. Areas adjacent to building entries may receive decorative gravel mulch for contrast.
- Phase 2 Total Landscape Area - 31,210 square feet.**
  - Estimated Total Water Use is 49% of Maximum Applied Water Allowed From Public Water Efficient Landscape Ordinance.
  - Estimated Total Water Use is 50% of Maximum Applied Water Allowed From Public Water.

## GENERAL WATER CONSERVATION NOTES

- Planting and irrigation shall be designed to conserve water. The following factors have been incorporated to aid in the success of the project landscape:
  - 1) Irrigation system to be a fully automatic system utilizing drip irrigation.
  - 2) Irrigation hydrozone shall be separated with control valves and controller stations into zones and compatible zones. All trees shall have precision regulators.
  - 3) All planter beds shall be mulched with a 2" minimum layer of organic mulch throughout.
  - 4) Mowed lawn has not been used to reduce irrigation demands.

**Electric Vehicle Charging Station**

**HILTON GARDEN INN  
PRELIMINARY LANDSCAPE  
PLAN**

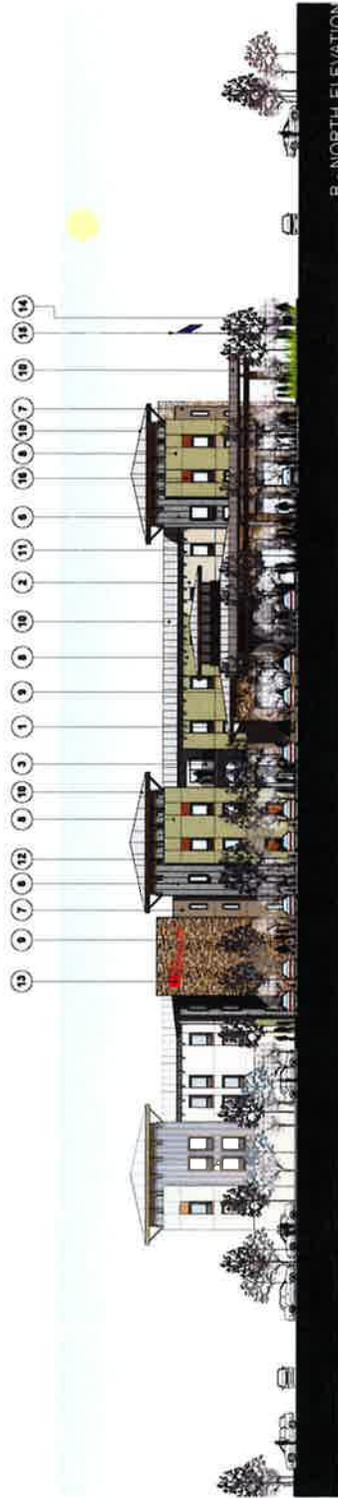
**INCE NORTH COAST ENGINEERING INC.**  
10000 Highway 46, Suite 100, San Jose, CA 95131  
Tel: 408.255.1234 Fax: 408.255.1235

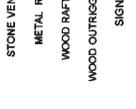
**Scale: 1" = 20'-0"**

**0 10' 20' 30'**

**NORTH**





	①	STONE VENEER - ①	PTAC UNIT
	②	METAL ROOF - ②	PLASTER 'A' with GYP BOARD
	③	WOOD RAFTERS - ③	METAL RAILING
	④	WOOD OUTRIGGERS - ④	METAL CLADDING
	⑤	SIGNAGE - ⑤	WATER FEATURE
	⑥	MONUMENT SIGNAGE - ⑥	METAL SIDING
	⑦	FLAG POLES - ⑦	PLASTER 'B' with GYP BOARD
	⑧	PLASTER 'D' with GYP BOARD	PLASTER 'C' with GYP BOARD
	⑨		
	⑩		



- 1. PTAC UNIT
- 2. PLASTER "A"
- 3. METAL RAILING
- 4. METAL CLADDING
- 5. WATER FEATURE
- 6. METAL SIDING
- 7. PLASTER "B"
- 8. PLASTER "C"
- 9. PLASTER "D"
- 10. PLASTER "E"
- 11. METAL RAFTERS
- 12. WOOD OUTRIGGERS
- 13. SIGNAGE
- 14. MONUMENT SIGNAGE
- 15. FLAG POLES
- 16. PLASTER "F"
- 17. PLASTER "G"
- 18. PLASTER "H"
- 19. PLASTER "I"



EXTERIOR ELEVATIONS  
PHASE 2

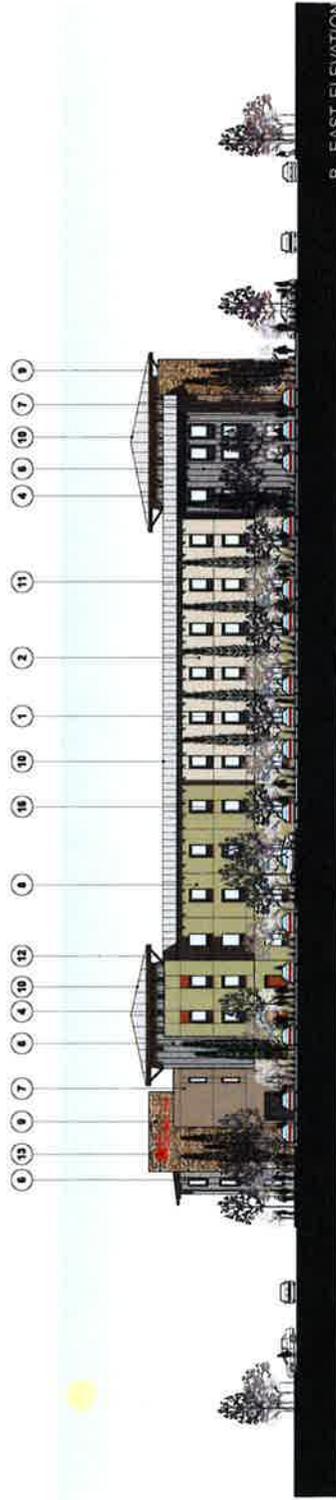
STRATUS DEVELOPMENT PARTNERS. HOTEL 46  
Golden Hill Road & HWY 46, City of Paso Robles, CA 22 OCT 2014



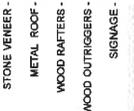
2100 Central Avenue, Los Angeles, CA 90004  
T: 310.204.8300



A - SOUTH ELEVATION



B - EAST ELEVATION

-  1
-  2
-  3
-  4
-  5
-  6
-  7
-  8
-  9
-  10
-  11
-  12
-  13
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-  18

STRATUS DEVELOPMENT PARTNERS. HOTEL 46

Golden Hill Road & HWY 46, City of Paso Robles, CA

22 OCT 2014

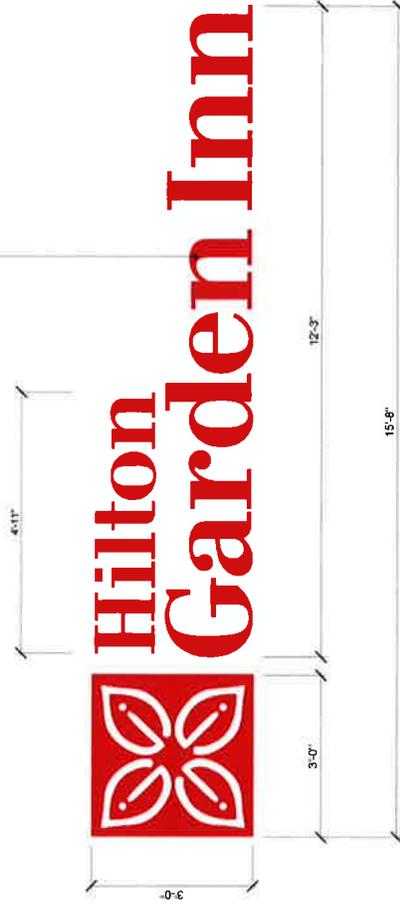
EXTERIOR ELEVATIONS

PHASE 1 AND PHASE 2

DESIGNARC

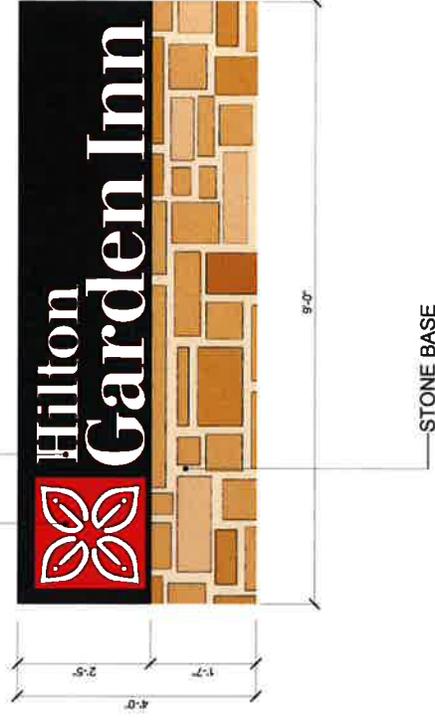
2505 Coward Avenue, Los Angeles, CA 90004  
T: 310.201.8890

NON ILLUMINATED RED  
STAND OFF INDIVIDUAL LETTERS  
AND LOGO



### BUILDING SIGNAGE

ILLUMINATED RED AND WHITE HILTON LOGO  
ILLUMINATED WHITE LETTERS ON  
BLACK BACKGROUND



### MONUMENT SIGN

# AIR QUALITY & GREENHOUSE GAS IMPACT ASSESSMENT

FOR THE PROPOSED

## HILTON GARDEN INN PROJECT PASO ROBLES, CA

SEPTEMBER 2014

**PREPARED FOR:**

MR. BRIAN DIRK  
ROUTE 19, LLC  
940 SOUTH COAST DRIVE  
SUITE 260  
COSTA MESA, CA 92626

**PREPARED BY:**



827 JACKSON DRIVE  
PASO ROBLES, CA 93446  
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Demolition/Renovation Notification Form  
Appendix C: City of Paso Robles Climate Action Plan, CAP Consistency Worksheet  
Appendix C: Emissions Modeling

## LIST OF COMMON TERMS & ACRONYMS

AAM	Annual Arithmetic Mean
ADT	Average Daily Traffic
APCD	Air Pollution Control District
AQAP	Air Quality Attainment Plan
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CEQA	California Environmental Quality Act
CH <sub>4</sub>	Methane
CO	Carbon Monoxide
CO <sub>2</sub>	Carbon Dioxide
CO <sub>2e</sub>	Carbon Dioxide Equivalent
DPM	Diesel-Exhaust Particulate Matter or Diesel-Exhaust PM
DRRP	Diesel Risk Reduction Plan
FCAA	Federal Clean Air Act
GHG	Greenhouse Gases
HAP	Hazardous Air Pollutant
IPCC	Intergovernmental Panel on Climate Change
LOS	Level of Service
N <sub>2</sub> O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards or National AAQS
NESHAPs	National Emission Standards for HAPs
NO <sub>x</sub>	Oxides of Nitrogen
OAP	Ozone Attainment Plan
O <sub>3</sub>	Ozone
Pb	Lead
PM	Particulate Matter
PM <sub>10</sub>	Particulate Matter (less than 10 µm)
PM <sub>2.5</sub>	Particulate Matter (less than 2.5 µm)
ppb	Parts per Billion
ppm	Parts per Million
ROG	Reactive Organic Gases
SIP	State Implementation Plan
SLOAPCD	San Luis Obispo County Air Pollution Control District
SO <sub>2</sub>	Sulfur Dioxide
SCCAB	South Central Coast Air Basin
SR	State Route
TAC	Toxic Air Contaminant
µg/m <sup>3</sup>	Micrograms per cubic meter
U.S. EPA	United State Environmental Protection Agency
VMT	Vehicle Miles Traveled

## INTRODUCTION

This report provides an analysis of air quality and greenhouse gas (GHG) impacts associated with the proposed Hilton Garden Inn project. This report also provides a summary of existing conditions in the project area and the applicable regulatory framework pertaining to air quality and climate change.

## PROPOSED PROJECT

The proposed project includes the construction of a 166-room hotel on a total of approximately 3.34 acres located at the southeast corner of the State Route 46 East (SR 46E) and Golden Hill Road intersection. The proposed project location is illustrated in **Figure 1**.

The proposed project would be constructed in two phases. Phase I of the proposed project would include demolition of the existing onsite structures, construction of a 127-room hotel and 176 parking spaces. Construction of Phase I would occur over an approximate 18-month period, estimated to begin in early 2015. Phase II would include construction of an additional 39 rooms over an approximate 1-year period, estimated to begin in year 2018. The proposed project site plan is illustrated in **Figure 2**.

## EXISTING & SURROUNDING LAND USES

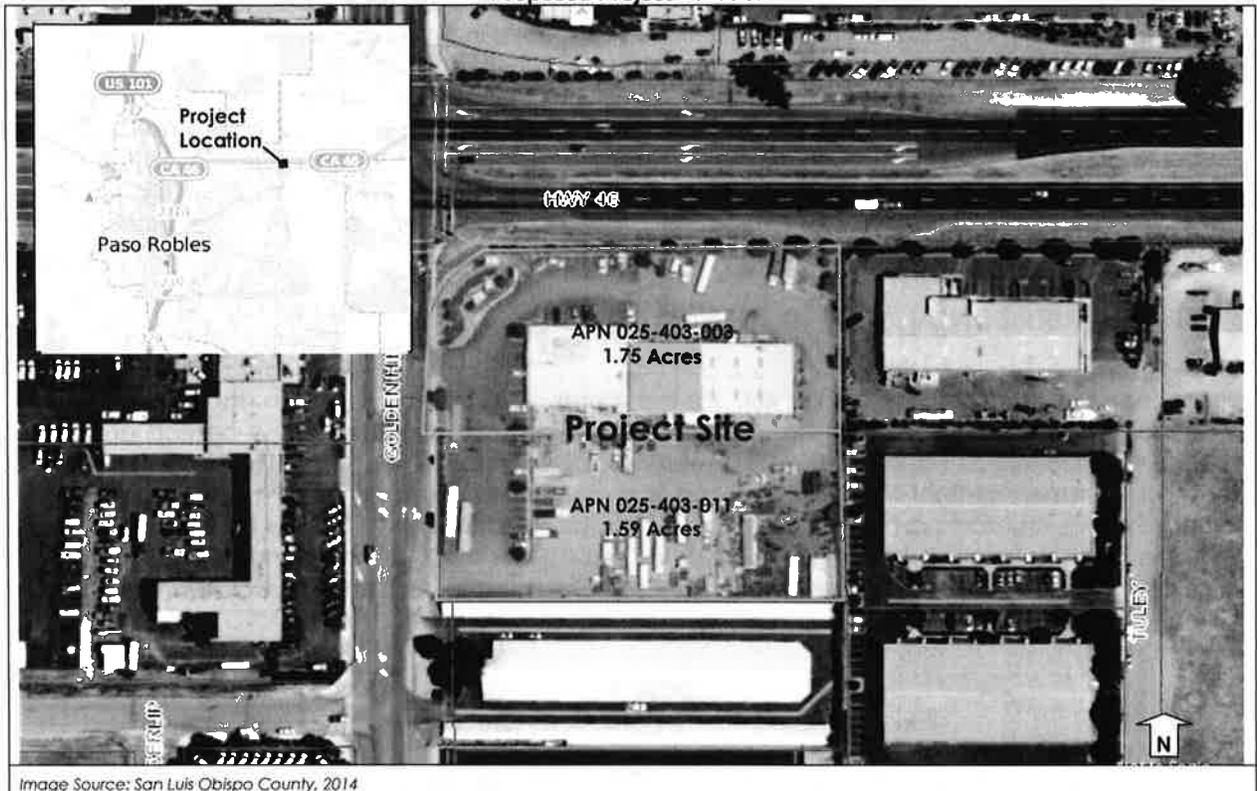
The project site is bounded by SR 46E to the north, Golden Hill Road to the west, and commercial/light industrial uses to the south and east. The proposed project site consists of two parcels (APN 025-403-003 and 025-403-001) totaling approximately 3.34 acres. The project site is zoned for commercial/light industrial use and is currently occupied by the Paso Robles Truck Center. Existing structures on the project site total approximately 15,800 square feet. Based on the traffic analysis prepared for this project, the Paso Robles Truck Center generates a total of approximately 282 vehicle trips per day (ATE 2014). Operational emissions associated with the existing land use are summarized in **Table 1**.

**Table 1**  
**Existing Land Use Operational Emissions**

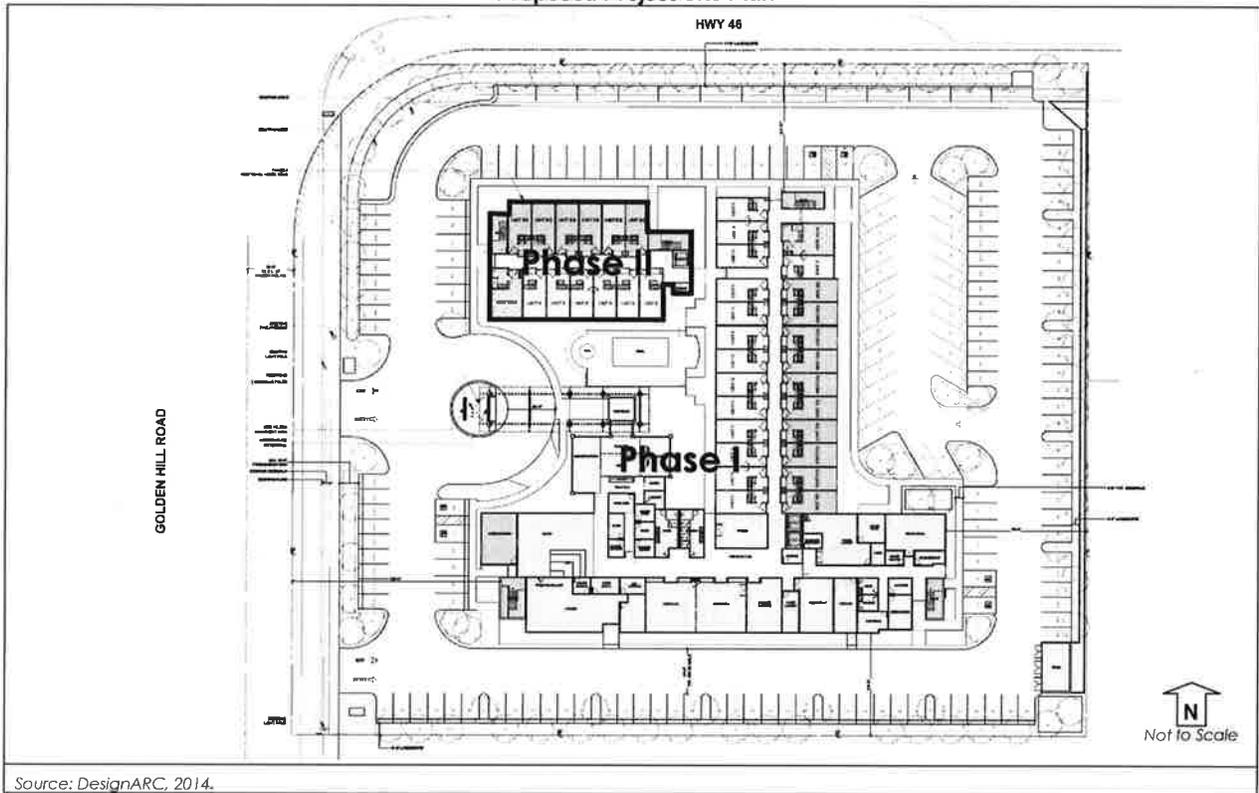
Operational Conditions	Daily Emissions (lbs/day)							CO <sub>2</sub> e
	ROG	NO <sub>x</sub>	ROG+NO <sub>x</sub>	CO	PM <sub>10</sub>			
					Fugitive	Exhaust	Total	
Daily Summer	2.12	4.97	7.09	18.49	1.98	0.08	2.05	381.93
Daily Winter	2.27	5.27	7.54	19.92	1.98	0.08	2.05	
Annual	0.31	0.69	1.00	2.50	0.25	0.01	0.26	

*Totals may not sum due to rounding.  
MTCO<sub>2</sub>e=Metric Tons of Carbon Dioxide Equivalent  
Refer to **Appendix C** for modeling output files and assumptions.*

**Figure 1**  
**Proposed Project Location**



**Figure 2**  
**Proposed Project Site Plan**



Source: DesignARC, 2014.

## AIR QUALITY

### BACKGROUND INFORMATION

Paso Robles is located in San Luis Obispo County, which is part of the South Central Coast Air Basin (SCCAB) and within the jurisdiction of the County of San Luis Obispo Air Pollution Control District (SLOAPCD). Air quality in the SCCAB is influenced by a variety of factors, including topography, local and regional meteorology. Factors affecting regional and local air quality are discussed below.

#### TOPOGRAPHY, METEOROLOGY & CLIMATE

##### Topography

The City of Paso Robles is located in the upper Salinas River Valley. The Paso Robles area is bordered on the south and west by the rugged mountainous ridges of the Santa Lucia Coastal Range, to the east by the low hills of the La Panza and Temblor ranges, and to the north by the low hills and flat-topped mesas of the Diablo Range. The highest elevations in the vicinity are located in the Santa Lucia Coastal Range, where many peaks are 2,000 to 3,400 feet above mean sea level. Substantial ridgelines are distributed throughout the western, southern, and eastern portions of the City. The effects of the Pacific Ocean are diminished inland and by these major intervening terrain features.

##### Local and Regional Meteorology

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

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

From November through April the Pacific High tends to migrate southward, allowing northern storms to move across the county. About 90 percent of the total annual rainfall is received during this period. Winter conditions are usually mild, with intermittent periods of precipitation followed by mostly clear days. Rainfall amounts can vary considerably among different regions in the county. In the Coastal Plain, annual rainfall averages 16 to 28 inches, while the Upper

Salinas River Valley generally receives about 12 to 20 inches of rain. The Carrizo Plain is the driest area of the county with less than 12 inches of rain in a typical year (SLOAPCD 2001).

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

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

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

#### Atmospheric Stability and Dispersion

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

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

Several types of inversions are common to this area. Weak, surface inversions are caused by radiational cooling of air in contact with the cold surface of the earth at night. In valleys and low lying areas this condition is intensified by the addition of cold air flowing downslope from the hills

and pooling on the valley floor. Surface inversions are a common occurrence throughout the county during the winter, particularly on cold mornings when the inversion is strongest. As the morning sun warms the earth and the air near the ground, the inversion lifts, gradually dissipating as the day progresses. During the late spring and early summer months, cool air over the ocean can intrude under the relatively warmer air over land, causing a marine inversion. These inversions can restrict dispersion along the coast, but they are typically shallow and will dissipate with surface heating (SLOAPCD 2001).

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

#### CRITERIA AIR POLLUTANTS

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

#### Human Health & Welfare Effects

Common air pollutants and associated adverse health and welfare effects are summarized in **Table 2**. Within the SCCAB, the air pollutants of primary concern, with regard to human health, include ozone, particulate matter (PM) and carbon monoxide (CO). As depicted in **Table 2**, exposure to increased pollutant concentrations of ozone, PM and CO can result in various heart and lung ailments, cardiovascular and nervous system impairment, and death.

**Table 2  
Common Pollutants & Adverse Effects**

Pollutant	Human Health & Welfare Effects
Particulate Matter (PM <sub>10</sub> & PM <sub>2.5</sub> )	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Ozone (O <sub>3</sub> )	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles and dyes.
Sulfur Dioxide (SO <sub>2</sub> )	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel; damage crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	Reduces the ability of blood to deliver oxygen to vital tissues, effecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO <sub>2</sub> )	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to global warming, and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead	Anemia, high blood pressure, brain and kidney damage, neurological disorders, cancer, lowered IQ. Affects animals, plants, and aquatic ecosystems.

Source: CAPCOA 2013

#### ODORS

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

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

#### TOXIC AIR CONTAMINANTS

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

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

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

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

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

#### Land Use Compatibility with TAC Emission Sources

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

for proposed development projects located within the distances identified. CARB-recommended separation distances for various sources of emissions are summarized in **Table 3**.

**Table 3**  
**Recommendations on Siting New Sensitive Land Uses**  
**Near Air Pollutant Sources**

Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	<ul style="list-style-type: none"> <li>• Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.</li> </ul>
Distribution Centers	<ul style="list-style-type: none"> <li>• Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week).</li> <li>• Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.</li> </ul>
Rail Yards	<ul style="list-style-type: none"> <li>• Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard.</li> <li>• Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.</li> </ul>
Ports	<ul style="list-style-type: none"> <li>• Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the CARB on the status of pending analyses of health risks.</li> </ul>
Refineries	<ul style="list-style-type: none"> <li>• Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.</li> </ul>
Chrome Platers	<ul style="list-style-type: none"> <li>• Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.</li> </ul>
Dry Cleaners Using Perchloroethylene	<ul style="list-style-type: none"> <li>• Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district.</li> <li>• Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.</li> </ul>
Gasoline Dispensing Facilities	<ul style="list-style-type: none"> <li>• Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.</li> </ul>
<p><i>Recommendations are advisory, are not site specific, and may not fully account for future reductions in emissions, including those resulting from compliance with existing/future regulatory requirements.</i></p> <p><i>Source: CARB 2005</i></p>	

#### ASBESTOS

Asbestos is the common name for a group of naturally-occurring fibrous silicate minerals that can separate into thin but strong and durable fibers. Naturally-occurring asbestos, which was identified as a TAC in 1986 by CARB, is located in many parts of California and is commonly associated with ultramafic rock. The project site is located near areas that are likely to contain ultramafic rock. A map depicting known areas of naturally occurring areas within the County is included in **Appendix A**.

Asbestos-containing material (ACM) may be present in existing structures. The demolition or renovation of existing structures may be subject to regulatory requirements for the control of ACM. A summary of applicable regulatory requirements is included in **Appendix A**.

## REGULATORY FRAMEWORK

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

### FEDERAL

#### U.S. Environmental Protection Agency

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

#### Federal Clean Air Act

The FCAA required the US EPA to establish National Ambient Air Quality Standards (NAAQS or National AAQS), and also set deadlines for their attainment. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect public welfare from non-health-related adverse effects, such as visibility restrictions. NAAQS are summarized in **Table 4**.

### STATE

#### California Air Resources Board

The CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act of 1988. Other CARB duties include monitoring air quality (in conjunction with air monitoring networks maintained by air pollution control districts and air quality management districts, establishing California Ambient Air Quality Standards (CAAQS), which in many cases are more stringent than the NAAQS, and setting emissions standards for new motor vehicles. The CAAQS are summarized in **Table 4**. The emission standards established for motor vehicles differ depending on various factors including the model year, and the type of vehicle, fuel and engine used.

#### California Clean Air Act

The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for Ozone, CO, SO<sub>2</sub>, and NO<sub>2</sub> by the earliest practical date.

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

**Table 4  
Summary of Ambient Air Quality Standards & Attainment Designations**

Pollutant	Averaging Time	California Standards*		National Standards*	
		Concentration*	Attainment Status	Primary <sup>(a)</sup>	Attainment Status
Ozone (O <sub>3</sub> )	1-hour	0.09 ppm	Non-Attainment	-	Non-Attainment Eastern SLO County - Attainment Western SLO County
	8-hour	0.070 ppm		0.075 ppm	
Particulate Matter (PM <sub>10</sub> )	AAM	20 µg/m <sup>3</sup>	Non-Attainment	-	Unclassified/Attainment
	24-hour	50 µg/m <sup>3</sup>		150 µg/m <sup>3</sup>	
Fine Particulate Matter (PM <sub>2.5</sub> )	AAM	12 µg/m <sup>3</sup>	Attainment	12 µg/m <sup>3</sup>	Unclassified/Attainment
	24-hour	No Standard		35 µg/m <sup>3</sup>	
Carbon Monoxide (CO)	1-hour	20 ppm	Attainment	35 ppm	Attainment/Maintenance
	8-hour	9 ppm		9 ppm	
	8-hour (Lake Tahoe)	6 ppm		-	
Nitrogen Dioxide (NO <sub>2</sub> )	AAM	0.030 ppm	Attainment	0.053 ppm	Unclassified
	1-hour	0.18 ppm		100 ppm	
Sulfur Dioxide (SO <sub>2</sub> )	AAM	-	Attainment	0.03 ppm	Unclassified
	24-hour	0.04 ppm		0.14 ppm	
	3-hour	-		0.5 ppm (1300 µg/m <sup>3</sup> )**	
	1-hour	0.25 ppm		75 ppb	
Lead	30-day Average	1.5 µg/m <sup>3</sup>	Attainment	-	No Attainment Information
	Calendar Quarter	-		1.5 µg/m <sup>3</sup>	
	Rolling 3-Month Average	-		0.15 µg/m <sup>3</sup>	
Sulfates	24-hour	25 µg/m <sup>3</sup>	Attainment	No Federal Standards	
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m <sup>3</sup> )	Attainment		
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m <sup>3</sup> )	No Information Available		
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient: 0.23/kilometer-visibility of 10 miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70%.	Attainment		

\* For more information on standards visit :<http://ww.arb.ca.gov/research/aaqs/aaqs2.pdf>  
\*\* Secondary Standard  
Source: SLOAPCD 2013; ARB 2013

### Assembly Bills 1807 & 2588 - Toxic Air Contaminants

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

### In-Use Off-Road Diesel Vehicle Regulation

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

LOCAL

### County of San Luis Obispo Air Pollution Control District

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

## IMPACT ANALYSIS

Air quality impacts attributable to the proposed project are summarized in **Table 5**.

**Table 5**  
**Summary of Project-Related Air Quality Impacts**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## METHODOLOGY

### *Short-term Impacts*

Short-term construction emissions associated with the proposed project were calculated using the CalEEMod, version 2013.2.2, computer program. According to the project applicant, the proposed project is anticipated to open in year 2017 with construction of project Phase I beginning in year 2015. Detailed construction information (e.g., equipment required, construction schedules, etc.) was not available at the time of the analysis. Construction activity durations were based largely on the default parameters contained in the model and assuming an overall construction period of approximately 18-months, based on information provided by the project proponent. Because the proposed project has already been developed, grading requirements for the project site are anticipated to be minimal and no soil is anticipated to be imported to or exported from the site. Equipment use, vehicle trips, equipment load factors and emission factors were based default parameters contained in the model. An estimated total of approximately 17,000 square feet of existing structures would be demolished. Mitigated construction emissions were quantified assuming application of dust control practices, including the application of water a minimum of 3 times daily and a speed limit of 15 mph for onsite unpaved surfaces, based on the default reductions identified in the model.

Net increases in emissions were quantified in comparison to projected emissions for the existing land use, which would be removed with project implementation. Existing land use emissions were quantified based largely on the default parameters contained in the CalEEMod computer

program. Vehicle trip-generation rates for the existing land use were obtained from the traffic analysis prepared for this project. Projected operational emissions for the existing land use are summarized in **Appendix C** of this report. **Appendix C** also includes a summary of the emissions modeling assumptions used in the analysis, as well as, emissions modeling output files.

Long-term Impacts

Long-term operational emissions of criteria air pollutants associated with the proposed project were calculated using the CalEEMod, version 2013.2.2, computer program. The CalEEMod program includes quantification of emissions from various emission sources, including energy use, area sources, and motor vehicle trips. Non-transportation source emissions were quantified based largely on the default parameters contained in the model. The use of off-road equipment would not be required for project operations and was not included in the emissions modeling.

The vehicle trip-generation rates contained in the model were updated to reflect project-specific conditions, based on rates obtained from the *City of Paso Robles General Plan 2011 Circulation Element Update, Appendix B, Table 2, Land Use Categories* (2011 for area hotels (i.e., 4.72 trips per room). Vehicle trip lengths for hotel guests were quantified based on hotel guest survey data obtained from a similar hotel located in Pismo Beach for the year 2012 (refer to **Table 6**). Vehicle trip distances for in-County destinations, including coastal communities and attractions, such as Hearst Castle, Cambria, and Morro Bay, were also included in the calculation. Based on this calculation the average vehicle travel length for hotel guests was 13.7 miles. An average vehicle trip length of 13 miles was assumed for employees trips, based on the default assumption contained in the model. As noted above, net increases in emissions were quantified in comparison to projected emissions for the existing land use, which would be removed with project implementation. Modeling assumptions and output files are included in **Appendix C** of this report.

**Table 6**  
**Hotel Guest Survey Information**

Guest Originations & Destinations (Out of County Regions)	Percent on Annual Guests (Year 2012)
Sacramento Valley & Northern San Joaquin Valley	24.2%
Southern San Joaquin Valley (Kern County)	8.8%
Northern & Central California Regions	12.7%
Southern California	45.4%
San Luis Obispo County	9%
<i>Based on guest survey data obtained from a similar hotel located in Pismo Beach for the year 2012. Refer to Appendix C for additional information regarding estimated vehicle trip distances.</i>	

THRESHOLDS OF SIGNIFICANCE

To assist in the evaluation of air quality impacts, the SLOAPCD has developed recommended significance thresholds, which are contained in the SLOAPCD's *CEQA Air Quality Handbook* (2012). For the purposes of this analysis, project emissions are considered potentially significant impacts if any of the following SLOAPCD thresholds are exceeded:

Construction Impacts

The threshold criteria established by the SLOAPCD to determine the significance and appropriate mitigation level for a project's short-term construction emissions are presented in **Table 7** and discussed, as follows (SLOAPCD 2012):

**Table 7  
SLOAPCD Thresholds of Significance for Construction Impacts**

Pollutant	Threshold <sup>(1)</sup>		
	Daily (lbs/day)	Quarterly Tier 1 (tons)	Quarterly Tier 2 (tons)
Ozone Precursors (ROG + NO <sub>x</sub> ) <sup>(2)</sup>	137	2.5	6.3
Diesel Particulate Matter (DPM) <sup>(2)</sup>	7	0.13	0.32
Fugitive Particulate Matter (PM <sub>10</sub> ), Dust	None	2.5	None
1. Daily and quarterly emissions thresholds are based on the California Health & Safety Code and the CARB Carl Moyer Guidelines. 2. Any project with a grading area greater than 4.0 acres of worked area can exceed the 2.5 tons PM <sub>10</sub> quarterly threshold.			

*ROG and NOx Emissions*

- Daily: For construction projects expected to be completed in less than one quarter (90 days), exceedance of the 137 lb/day threshold requires Standard Mitigation Measures;
- Quarterly – Tier 1: For construction projects lasting more than one quarter, exceedance of the 2.5 ton/qtr threshold requires Standard Mitigation Measures and Best Available Control Technology (BACT) for construction equipment. If implementation of the Standard Mitigation and BACT measures cannot bring the project below the threshold, off-site mitigation may be necessary; and,
- Quarterly – Tier 2: For construction projects lasting more than one quarter, exceedance of the 6.3 ton/qtr threshold requires Standard Mitigation Measures, BACT, implementation of a Construction Activity Management Plan (CAMP), and off-site mitigation.

*Diesel Particulate Matter (DPM) Emissions*

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

*Fugitive Particulate Matter (PM<sub>10</sub>), Dust Emissions*

- Quarterly: Exceedance of the 2.5 ton/qtr threshold requires Fugitive PM<sub>10</sub> Mitigation Measures and may require the implementation of a CAMP.

Operational Impacts

*Criteria Air Pollutants*

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

**Table 8**  
**SLOAPCD Thresholds of Significance for Operational Impacts**

Pollutant	Threshold <sup>(1)</sup>	
	Daily (lbs/day)	Annual (tons/year)
Ozone Precursors (ROG + NO <sub>x</sub> ) <sup>(2)</sup>	25	25
Diesel Particulate Matter (DPM) <sup>(2)</sup>	1.25	None
Fugitive Particulate Matter (PM <sub>10</sub> ), Dust	25	25
CO	550	None
<small>1. Daily and annual emissions thresholds are based on the California Health &amp; Safety Code Division 26, Part 3, Chapter 10, Section 40918 and the CARB Carl Moyer Guidelines for DPM.                  2. CalEEMod – use winter operational emission data to compare to operational thresholds.</small>		

*Toxic Air Contaminants*

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

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

*Localized CO Concentrations*

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

*Odors*

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

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

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

## PROJECT IMPACTS AND MITIGATION MEASURES

### **A. Would the project conflict with or obstruct implementation of the applicable air quality plan?**

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 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 Clean Air Plan. If the project is consistent with these measures, the project is considered consistent with the Clean Air Plan.

The Clean Air Plan 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 Clean Air Plan would reduce emissions through implementation of the following adopted control measures:

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

The Clean Air Plan 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 consistent with existing zoning designations and would not result in a significant increase in population or employment within the region. In addition, the proposed project is located within the City of Paso Robles within approximately 2.6 miles of the Amtrak station. The proposed project will include measures to promote the use of nearby transit, including a hotel shuttle service for hotel guests. Furthermore, as noted in "Impact C" below, the proposed project would not result in operational emissions that would exceed SLOAPCD's significance thresholds for criteria air pollutants. For these reasons, the proposed project would not conflict with or obstruct continued implementation of the CAP. This impact is considered **less than significant**.

**B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

As noted in Impact C, below, short-term construction activities may result in localized concentrations of pollutants that could adversely affect nearby land uses. As a result, this impact is considered **potentially significant**. Refer to "Impact C" and "Impact D" of this report for more detailed discussions of air quality impacts attributable to the proposed project and recommended mitigation measures.

**Mitigation Measures**

Implementation of Mitigation Measure AQ-1 and AQ-2, as identified in "Impact C" and "Impact D" below, would reduce this impact to a **less-than-significant** level.

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

**Short-term Construction Emissions**

Construction-generated emissions are of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. The construction of the proposed project would result in the temporary generation of emissions associated with site grading and excavation, paving, motor vehicle exhaust associated with construction equipment and worker trips, as well as the movement of construction equipment on unpaved surfaces. Short-term construction emissions would result in increased emissions of ozone-precursor pollutants (i.e., ROG and NO<sub>x</sub>) and emissions of PM. Emissions of ozone-precursors would result from the operation of on- and off-road motorized vehicles and equipment. Emissions of airborne PM are largely dependent on the amount of ground disturbance associated with site preparation activities and can result in increased concentrations of PM that can adversely affect nearby sensitive land uses.

*Project Phase I*

Estimated daily and quarterly emissions for Phase I of project construction are summarized in **Table 9** and **Table 10**, respectively. Construction-generated emissions were compared to existing land use emissions projected to occur during corresponding periods for determination of overall net changes in emissions attributable to the proposed project. The highest emissions are projected to occur during the later period of construction, largely associated with the evaporation of emissions during the application of architectural coatings. Additional emissions would also be generated by the use of onsite off-road equipment, on-road vehicle trips, and asphalt paving. As indicated in **Table 9**, maximum net increases in daily emissions of ROG+NO<sub>x</sub> would total approximately 147.88 lbs/day and emissions of DPM would total approximately 3.54 lbs/day. As indicated in **Table 10**, the highest quarterly emissions would total approximately 1.4 tons of ROG+NO<sub>x</sub>, 0.08 tons of DPM, and 0.10 tons of fugitive dust.

**Table 9  
Estimated Daily Construction Emissions Without Mitigation - Project Phase I**

Construction Period/Phase	Daily Emissions (lbs)	
	ROG+NO <sub>x</sub>	Exhaust PM <sub>10</sub>
<b>Summer Conditions</b>		
Demolition	53.08	2.45
Site Preparation	62.38	3.09
Grading/Excavation	44.44	2.33
Building Construction	36.81	2.15
Paving	24.85	1.26
Architectural Coating	92.67	0.20
Maximum Construction-Generated Emissions:	154.33	3.61
Less Emissions From Onsite Use to be Removed:	-6.45	-0.07
Maximum Net Increase in Emissions:	147.88	3.54
SLOAPCD Significance Thresholds:	137	7
Exceed SLOAPCD Thesholds?:	<b>Yes</b>	No
<b>Winter Conditions</b>		
Demolition	53.10	2.45
Site Preparation	62.40	3.09
Grading/Excavation	44.46	2.33
Building Construction	36.99	2.16
Paving	24.86	1.26
Architectural Coating	92.69	0.20
Maximum Construction-Generated Emissions:	154.54	3.61
Less Emissions From Onsite Use to be Removed:	-6.85	-0.07
Maximum Net Increase in Emissions:	147.69	3.54
SLOAPCD Significance Thresholds:	137	7
Exceed SLOAPCD Thesholds?:	<b>Yes</b>	No
<i>Maximum Daily Emissions: Assumes that facility construction, paving, and application of architectural coatings could potentially occur simultaneously on any given day. Totals may not sum due to rounding. Refer to <b>Appendix C</b> for modeling assumptions and results.</i>		

**Table 10**  
**Estimated Quarterly Construction Emissions Without Mitigation - Project Phase I**

Quarter	Quarterly Emissions (tons)			
	ROG+NO <sub>x</sub>	PM <sub>10</sub>		
		Exhaust	Dust	Total
<b>Construction Quarter 1 (Year 2015)</b>				
Project-Generated Emissions:	1.56	0.08	0.17	0.25
Less Emissions From Existing Use to be Removed:	-0.23	-0.00	-0.07	-0.07
Maximum Net Increase in Emissions:	1.33	0.08	0.11	0.19
<b>Construction Quarter 2 (Year 2015)</b>				
Project-Generated Emissions:	1.20	0.07	0.02	0.09
Less Emissions From Existing Use to be Removed:	-0.23	-0.00	-0.07	-0.07
Maximum Net Increase in Emissions:	0.96	0.07	-0.04	0.02
<b>Construction Quarter 3 (Year 2015)</b>				
Project-Generated Emissions:	1.20	0.07	0.02	0.09
Less Emissions From Existing Use to be Removed:	-0.23	-0.00	-0.07	-0.07
Maximum Net Increase in Emissions:	0.96	0.07	-0.04	0.02
<b>Construction Quarter 4 (Year 2015)</b>				
Project-Generated Emissions:	1.20	0.07	0.02	0.09
Less Emissions From Existing Use to be Removed:	-0.23	-0.00	-0.07	-0.07
Maximum Net Increase in Emissions:	0.97	0.07	-0.04	0.02
<b>Construction Quarter 5 (Year 2016)</b>				
Project-Generated Emissions:	1.20	0.07	0.02	0.09
Less Emissions From Existing Use to be Removed:	-0.21	-0.00	-0.07	-0.07
Maximum Net Increase in Emissions:	0.99	0.07	-0.04	0.02
<b>Construction Quarter 6 (Year 2016)</b>				
Project-Generated Emissions:	1.61	0.04	0.01	0.05
Less Emissions From Existing Use to be Removed:	-0.21	-0.00	-0.07	-0.07
Maximum Net Increase in Emissions:	1.40	0.04	-0.05	-0.02
SLOAPCD Significance Thresholds:	2.50	0.13	2.50	None
Net Increase in Quarterly Emissions Exceed Thresholds?:	No	No	No	N/A
<i>Totals may not sum due to rounding.</i>				
<i>Refer to <b>Appendix C</b> for modeling assumptions and results.</i>				

Project Phase II

Estimated daily and quarterly emissions for Phase II of project construction are summarized in **Table 11** and **Table 12**, respectively. As with Phase I of project construction, the highest emissions would be largely associated with the evaporation of emissions during the application of architectural coatings. As indicated in **Table 11**, maximum net increases in daily emissions of ROG+NO<sub>x</sub> would total approximately 56.90 lbs/day and emissions of DPM would total approximately 1.14 lbs/day. The highest quarterly emissions would total approximately 0.54 tons of ROG+NO<sub>x</sub> and 0.03 tons of DPM. In comparison to fugitive dust generated by on-road vehicle trips associated with the existing land use, Phase II of project construction would result in lower emissions, which would result in an overall net reduction in projected quarterly emissions of fugitive dust.

**Table 11**  
**Estimated Daily Construction Emissions Without Mitigation - Project Phase II**

Construction Period/Activity	Daily Emissions (lbs)	
	ROG+NO <sub>x</sub>	Exhaust PM <sub>10</sub>
<b>Summer Conditions</b>		
Building Construction	20.19	1.05
Architectural Coating	41.74	0.13
Maximum Project-Generated Emissions:	61.93	1.19
Less Emissions From Existing Use to be Removed:	-5.04	-0.05
Maximum Net Increase in Emissions:	56.90	1.14
SLOAPCD Significance Thresholds:	137	7
Exceed SLOAPCD Thresholds?:	No	No
<b>Winter Conditions</b>		
Building Construction	20.20	1.06
Architectural Coating	41.75	0.13
Maximum Project-Generated Emissions:	61.95	1.19
Less Emissions From Existing Use to be Removed:	-5.34	-0.05
Maximum Net Increase in Emissions:	15.61	1.14
SLOAPCD Significance Thresholds:	137	7
Exceed SLOAPCD Thresholds?:	No	No
<i>Maximum Daily Emissions: Assumes that facility construction and application of architectural coatings could potentially occur simultaneously on any given day.</i> <i>Totals may not sum due to rounding.</i> <i>Refer to <b>Appendix C</b> for modeling assumptions and results.</i>		

**Table 12**  
**Estimated Quarterly Construction Emissions Without Mitigation - Project Phase II**

Construction Quarter	Quarterly Emissions (tons)			
	ROG+NO <sub>x</sub>	PM <sub>10</sub>		
		Exhaust	Dust	Total
<b>Construction Quarter 1 (Year 2018)</b>				
Project-Generated Emissions:	0.66	0.03	0.00	0.04
Less Emissions From Existing Use to be Removed:	-0.18	0.00	-0.06	-0.07
Maximum Net Increase in Emissions:	0.48	0.03	-0.06	-0.03
<b>Construction Quarter 2 (Year 2018)</b>				
Project-Generated Emissions:	0.65	0.03	0.00	0.03
Less Emissions From Existing Use to be Removed:	-0.18	0.00	-0.06	-0.07
Maximum Net Increase in Emissions:	0.47	0.03	-0.06	-0.03
<b>Construction Quarter 3 (Year 2019)</b>				
Project-Generated Emissions:	0.59	0.03	0.00	0.03
Less Emissions From Existing Use to be Removed:	-0.16	0.00	-0.06	-0.07
Maximum Net Increase in Emissions:	0.43	0.03	-0.06	-0.03
<b>Construction Quarter 4 (Year 2019)</b>				
Project-Generated Emissions:	0.70	0.04	0.00	0.04
Less Emissions From Existing Use to be Removed:	-0.16	0.00	-0.06	-0.07
Maximum Net Increase in Emissions:	0.54	0.03	-0.06	-0.03
SLOAPCD Significance Thresholds:	2.50	0.13	2.50	None
Net Increase in Quarterly Emissions Exceed Thresholds?:	No	No	No	N/A
<i>Totals may not sum due to rounding.</i>				
<i>Refer to <b>Appendix C</b> for modeling assumptions and results.</i>				

**Short-Term Air Quality Impact Summary**

Construction-generated emissions for Phase I and Phase II of project construction, in comparison to SLOAPCD's significance thresholds, are summarized in **Table 13**. As depicted, maximum net increases in daily emissions of ROG+NO<sub>x</sub> occurring during Phase I of project construction would total approximately 147.88 lbs/day, which would exceed SLOAPCD's daily significance threshold of 137 lbs/day. Emissions occurring during Phase II of project construction, as well as, construction-generated emissions of DPM and fugitive dust, are not projected to exceed corresponding SLOAPCD significance thresholds. However, fugitive dust generated during construction may result in localized pollutant concentrations that could result in increased nuisance concerns to nearby land uses. Therefore, construction-generated emissions of ROG+NO<sub>x</sub> and fugitive dust would be considered to have a **potentially significant** impact.

**Table 13**  
**Summary of Estimated Construction Emissions Without Mitigation**  
**in Comparison to SLOAPCD Significance Thresholds**

Criteria	Project Emissions	SLOAPCD Significance Threshold	Exceed Significance Threshold?
<b>Project Phase I</b>			
Maximum Daily Emissions (ROG+NO <sub>x</sub> ):	147.88 lbs/day	137 lbs/day	<b>Yes</b>
Maximum Daily Emissions (DPM):	3.54 lbs/day	7.0 lbs/day	No
Maximum Quarterly Emissions (ROG+NO <sub>x</sub> ):	1.40 tons/qtr	2.5 tons/qtr	No
Maximum Quarterly Emissions (DPM):	0.08 tons/qtr	0.13 tons/qtr	No
Maximum Quarterly Emissions (Fugitive PM):	0.10 tons/qtr	2.5 tons/qtr	No
<b>Project Phase II</b>			
Maximum Daily Emissions (ROG+NO <sub>x</sub> ):	56.90 lbs/day	137 lbs/day	No
Maximum Daily Emissions (DPM):	1.14 lbs/day	7.0 lbs/day	No
Maximum Quarterly Emissions (ROG+NO <sub>x</sub> ):	0.54 tons/qtr	2.5 tons/qtr	No
Maximum Quarterly Emissions (DPM):	0.03 tons/qtr	0.13 tons/qtr	No
Maximum Quarterly Emissions (Fugitive PM):	-0.06 tons/qtr	2.5 tons/qtr	No
<i>Quarterly thresholds are based on the more conservative Tier 1 thresholds.  Includes reductions associated with the removal of existing land use.  Refer to <b>Appendix C</b> for modeling assumptions and results.</i>			

**Mitigation Measure AQ-1:**

- a. The proposed project shall use architectural coatings having a maximum allowable VOC content of 150 grams per liter.
- b. The following additional measures are recommended to minimize nuisance impacts associated with construction-generated fugitive dust emissions:
  1. Reduce the amount of the disturbed area where possible;
  2. 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;
  3. All dirt stock pile areas should be sprayed daily as needed;
  4. 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;
  5. 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;
  6. 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;
  7. 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;

8. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
9. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
10. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
11. 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;
12. 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.

c. The above mitigation measures shall be shown on grading and building plans.

#### *Significance After Mitigation*

With implementation of Mitigation Measure AQ-1,a., which would require the use of architectural coatings having a maximum allowable VOC content of 150 grams per liter, maximum daily emissions of ROG+NOX would be reduced to approximately 112 lbs/day. With mitigation, maximum daily emissions of ROG+NOX would not exceed the SLOAPCD's significance threshold of 137 lbs/day. Mitigation Measure AQ-1,b. includes SLOAPCD-recommended mitigation measures for the control of fugitive dust. These measures would ensure compliance with SLOAPCD's 20-percent opacity limit (APCD Rule 401), nuisance rule (APCD Rule 402), and would minimize potential nuisance impacts to nearby receptors. With mitigation, this impact would be considered **less than significant**.

#### **Long-term Operational Emissions**

Long-term operational emissions associated with the proposed project would be predominantly associated with mobile sources. To a lesser extent, emissions associated with area sources, such as landscape maintenance activities, as well as, use of electricity and natural gas would also contribute to increased emissions. Operational emissions associated with project Phase I and buildout conditions are discussed separately, as follows:

#### *Project Phase I*

Daily unmitigated operational emissions for summer and winter conditions are summarized in **Table 14**. **Table 15** provides a summary of unmitigated annual operational emissions. Operational emissions were compared to existing land use emissions projected to occur during corresponding periods for determination of overall net changes in emissions attributable to the proposed project. As depicted, operational emissions would be slightly higher during winter conditions. Maximum net increases in daily operational emissions would total approximately 10.62 lbs/day ROG+NOx, 20.63 lbs/day CO, 1.58 lbs/day of fugitive PM<sub>10</sub>, and 0.11 lbs/day of exhaust PM<sub>10</sub>. Maximum annual emissions for Phase I, as depicted in **Table 15**, would total approximately 2.66 tons/year of ROG+NOx and approximately 0.55 tons/year of fugitive PM<sub>10</sub>.

**Table 14**  
**Estimated Daily Operational Emissions Without Mitigation – Project Phase I**

Operational Period/Source	Daily Emissions (lbs/day)						
	ROG	NO <sub>x</sub>	ROG+NO <sub>x</sub>	CO	PM <sub>10</sub>		
					Fugitive	Exhaust	Total
<b>Summer Conditions</b>							
Project-Generated Emissions:	7.24	8.35	15.59	30.51	3.56	0.16	3.72
Less Emissions From Existing Use:	1.7	3.75	5.45	13.52	1.98	0.05	2.03
Net Increase:	5.54	4.60	10.14	16.99	1.58	0.11	1.69
SLOAPCD Significance Thresholds:	--	--	25	550	25	1.25	--
Exceed SLOAPCD Thresholds?:	--	--	No	No	No	No	--
<b>Winter Conditions</b>							
Project-Generated Emissions:	7.61	8.78	16.39	35.26	3.56	0.16	3.72
Less Emissions From Existing Use:	1.81	3.96	5.77	14.63	1.98	0.05	2.03
Net Increase:	5.80	1.82	10.62	20.63	1.58	0.11	1.69
SLOAPCD Significance Thresholds:	--	--	25	550	25	1.25	--
Exceed SLOAPCD Thresholds?:	--	--	No	No	No	No	--
<i>Totals may not sum due to rounding. Refer to <b>Appendix C</b> for modeling output files and assumptions.</i>							

**Table 15**  
**Estimated Annual Operational Emissions Without Mitigation – Project Phases I & II**

Operational Period/Source	Annual Emissions (tons/year)						
	ROG	NO <sub>x</sub>	ROG+NO <sub>x</sub>	CO	PM <sub>10</sub>		
					Fugitive	Exhaust	Total
<b>Phase I</b>							
Project-Generated Emissions:	1.31	1.54	2.85	5.82	0.61	0.03	0.64
Less Emissions From Existing Use:	0.06	0.13	0.20	0.47	0.07	0.0	0.07
Net Increase:	1.25	1.41	2.66	5.35	0.55	0.03	0.57
<b>Project Buildout (Phase I &amp; Phase II)</b>							
Project-Generated Emissions:	1.39	1.60	2.99	5.98	0.84	0.04	0.88
Less Emissions From Existing Use:	0.06	0.10	0.16	0.37	0.06	0.0	0.07
Net Increase:	1.34	1.50	2.83	5.61	0.78	0.04	0.82
SLOAPCD Significance Thresholds:	--	--	25	--	25	--	--
Exceed SLOAPCD Thresholds?:	--	--	No	--	No	--	--
<i>Totals may not sum due to rounding. Refer to <b>Appendix C</b> for modeling output files and assumptions.</i>							

Project Buildout (Phase I & Phase II)

Daily unmitigated operational emissions for summer and winter conditions are summarized in **Table 16**. Unmitigated annual operational emissions for buildout conditions are included in **Table 15**. Operational emissions were compared to existing land use emissions projected to occur during corresponding periods for determination of overall net changes in emissions attributable to the proposed project. As depicted in **Table 16**, operational emissions would be slightly higher during winter conditions. Maximum net increases in daily operational emissions would total approximately 12.54 lbs/day ROG+NO<sub>x</sub>, 24.42 lbs/day CO, 2.88 lbs/day of fugitive PM<sub>10</sub>, and 0.14 lbs/day of exhaust PM<sub>10</sub>. Maximum annual emissions for project buildout conditions, as depicted in **Table 15**, would total approximately 2.83 tons/year of ROG+NO<sub>x</sub> and approximately 0.78 tons/year of fugitive PM<sub>10</sub>.

**Table 16  
Estimated Daily Operational Emissions Without Mitigation  
Project Buildout (Phase I & II)**

Operational Period/Source	Daily Emissions (lbs/day)						
	ROG	NO <sub>x</sub>	ROG+NO <sub>x</sub>	CO	PM <sub>10</sub>		
					Fugitive	Exhaust	Total
<b>Summer Conditions</b>							
Project-Generated Emissions:	7.72	8.63	16.35	31.22	4.86	0.19	5.05
Less Emissions From Existing Use:	-1.46	-2.86	-4.32	-10.54	-1.98	-0.05	-2.03
Net Increase:	6.26	5.77	12.03	20.68	2.88	0.14	3.02
SLOAPCD Significance Thresholds:	--	--	25	550	25	1.25	--
Exceed SLOAPCD Thresholds?:	--	--	No	No	No	No	--
<b>Winter Conditions</b>							
Project-Generated Emissions:	8.05	9.05	17.10	35.88	4.86	0.19	5.05
Less Emissions From Existing Use:	-1.54	-3.02	-4.56	-11.46	-1.98	-0.05	-2.03
Net Increase:	6.51	6.03	12.54	24.42	2.88	0.14	3.02
SLOAPCD Significance Thresholds:	--	--	25	550	25	1.25	--
Exceed SLOAPCD Thresholds?:	--	--	No	No	No	No	--
Totals may not sum due to rounding. Refer to <b>Appendix C</b> for modeling output files and assumptions.							

**Long-Term Air Quality Impact Summary**

Net increases in operational emissions for project Phase I and buildout conditions, in comparison to SLOAPCD's corresponding significance thresholds are summarized in **Table 17**. As depicted, net increases in operational emissions for project Phase I and buildout conditions would not exceed the SLOAPCD's corresponding daily or annual significance thresholds. As a result, long-term operational emissions generated by the proposed project are considered to have a **less than significant** impact.

**Table 17  
Summary of Estimated Operational Emissions  
in Comparison to SLOAPCD Significance Thresholds**

Criteria	Project Emissions	SLOAPCD Significance Threshold	Exceed Significance Threshold?
<b>Project Phase I</b>			
Maximum Daily ROG+NO <sub>x</sub> Emissions (Winter):	10.62 lbs/day	25 lbs/day	No
Maximum Daily CO Emissions:	20.63 lbs/day	550 lbs/day	No
Maximum Daily DPM Emissions:	0.11 lbs/day	1.25 lbs/day	No
Maximum Daily Fugitive PM Emissions:	1.58 lbs/day	25 lbs/day	No
Maximum Annual ROG+NO <sub>x</sub> Emissions:	2.66 tons/year	25 tons/year	No
Maximum Annual Fugitive PM Emissions:	0.55 tons/year	25 tons/year	No
<b>Project Buildout (Phase I &amp; II)</b>			
Maximum Daily ROG+NO <sub>x</sub> Emissions (Winter):	12.54 lbs/day	25 lbs/day	No
Maximum Daily CO Emissions:	24.42 lbs/day	550 lbs/day	No
Maximum Daily DPM Emissions:	0.14 lbs/day	1.25 lbs/day	No
Maximum Daily Fugitive PM Emissions:	2.88 lbs/day	25 lbs/day	No
Maximum Annual ROG+NO <sub>x</sub> Emissions:	2.83 tons/year	25 tons/year	No
Maximum Annual Fugitive PM Emissions:	0.78 tons/year	25 tons/year	No
Refer to <b>Appendix C</b> for modeling output files and assumptions.			

**C. Would the project expose sensitive receptors to substantial pollutant concentrations?**

*Localized CO Concentrations*

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

Access to the hotel site would be provided via Golden Hill Road. The nearest signalized intersection primarily affected by the proposed project is the intersection of Golden Hill Road and State Route 46 East. Based on the traffic analysis prepared for this project, this intersection is projected to operate at LOS C with project implementation (ATE 2014). As a result, the proposed hotel project would not be anticipated to result in or contribute to unacceptable levels of service (i.e., LOS E or F) at primarily affected nearby signalized intersections. In addition, the proposed project would not result in emissions of CO in excess of the SLOAPCD's significance threshold of 550 lbs/day. Localized concentrations of CO are considered to be **less than significant**.

*Naturally Occurring Asbestos*

Naturally Occurring Asbestos (NOA) has been identified as a toxic air contaminant by the California Air Resources Board (ARB). In accordance with ARB Air Toxics Control Measure (ATCM), prior to any grading activities a geologic evaluation should be conducted to determine

if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the District. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM (SLOAPCD 2012).

Based on a review of the SLOAPCD's map depicting potential areas of NOA, the project site is located in an area that has been identified as having a potential for NOA. As a result, the disturbance and potential exposure to NOA is considered to have a **potentially significant impact**. A map of areas within the County potentially containing NOA is included in **Appendix A**.

#### *Asbestos Material in Demolition*

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

The project site will require demolition of onsite structures. As a result, demolition activities have the potential to result in the disturbance of ACM. The disturbance and potential exposure to ACM during demolition of onsite structures is considered to have a **potentially significant impact**.

#### *Construction-Generated PM*

Implementation of the proposed project would result in the generation of fugitive PM emitted during construction. Fugitive PM emissions would be primarily associated with earth-moving, demolition, and material handling activities, as well as, vehicle travel on unpaved and paved surfaces. Fugitive PM emissions can result in localized concentrations of PM that could adversely impact nearby land uses and receptors. As noted in Impact C, localized uncontrolled concentrations of fugitive PM would be considered to have a **potentially significant impact**.

#### **Mitigation Measure AQ-2:**

1. Implement Mitigation Measure AQ-1, as identified in "Impact C" above.
2. Prior to any grading activities a geologic evaluation shall be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the SLOAPCD. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. These requirements may include but are not limited to:
  - a. Development of an Asbestos Dust Mitigation Plan which must be approved by the SLOAPCD before operations begin, and,
  - b. Development and approval of an Asbestos Health and Safety Program (required for some projects).

If NOA is not present, an exemption request must be filed with the SLOAPCD. More information on NOA can be found at <http://www.slocleanair.org/business/asbestos.asp>.

3. Demolition of onsite structures shall comply with the National Emission Standards for Hazardous Air Emissions (NESHAP) requirements (NESHAP, 40 CFR, Part 61, Subpart M) for the demolition of existing structures. The SLOAPCD is delegated authority by the Environmental Protection Agency (EPA) to implement the Federal Asbestos NESHAP. Prior to demolition of onsite structures, the SLOAPCD shall be notified, per NESHAP requirements. SLOAPCD notification form and reporting requirements are included in **Appendix A**. Additional information may be obtained at website url: <http://slocleanair.org/business/asbestos.php>.

#### Significance After Mitigation

Mitigation Measure AQ-2 includes measures for the control of localized pollutant concentrations, as recommended by the SLOAPCD. With implementation of Mitigation Measure AQ-2, this impact would be considered less than significant.

#### **E. Would the project create objectionable odors affecting a substantial number of people?**

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

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

## GREENHOUSE GASES AND CLIMATE CHANGE

### SETTING

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to GHG emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity including carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF<sub>6</sub>), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) make up the largest source of GHG-emitting sources. The dominant GHG emitted is CO<sub>2</sub>, mostly from fossil fuel combustion. There are typically two terms used when discussing the impacts of climate change: "Greenhouse Gas Mitigation" and "Adaptation." "Greenhouse Gas Mitigation" is a term for reducing GHG emissions to reduce or "mitigate" the impacts of climate change. "Adaptation" refers to the effort of planning for and adapting to impacts resulting from climate change, such as adjusting transportation design standards to withstand more intense storms and higher sea levels (Caltrans 2013).

### REGULATORY FRAMEWORK

#### FEDERAL

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

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

The U.S. EPA and the National Highway Traffic Safety Administration are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include

developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations.

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

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

The complementary U.S. EPA and NHTSA standards that make up the Heavy-Duty National Program apply to combination tractors (semi-trucks), heavy-duty pickup trucks and vans; and vocational vehicles (including buses and refuse or utility trucks). Together, these standards will cut GHG emissions and domestic oil use significantly. This program responds to President Barack Obama's 2010 request to jointly establish GHG emissions and fuel efficiency standards for the medium- and heavy-duty highway vehicle sector. The agencies estimate that the combined standards will reduce CO<sub>2</sub> emissions by about 270 MMT and save about 530 million barrels of oil over the life of model year 2014 to 2018 heavy duty vehicles (Caltrans 2013).

## STATE

*Assembly Bill 1493, Pavley, Vehicular Emissions: Greenhouse Gases, 2002:* This bill requires CARB to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

*Executive Order S-3-05 (June 1, 2005):* The goal of this EO is to reduce California's GHG emissions to 1) year 2000 levels by 2010, 2) year 1990 levels by 2020, and 3) 80 percent below the year 1990 levels by 2050. In 2006, this goal was further reinforced with the passage of AB 32.

*Assembly Bill 32, Núñez and Pavley, The Global Warming Solutions Act of 2006:* AB 32 sets the same overall GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that CARB create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases."

*Executive Order S-20-06 (October 18, 2006):* This order establishes the responsibilities and roles of the Secretary of the CalEPA and state agencies with regard to climate change.

*Executive Order S-01-07 (January 18, 2007):* This order set forth the low carbon fuel standard for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

*Senate Bill 97 Chapter 185, 2007, Greenhouse Gas Emissions:* This bill required the Governor's Office of Planning and Research to develop recommended amendments to the CEQA Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

*Senate Bill 375, Chapter 728, 2008, Sustainable Communities and Climate Protection:* This bill requires the CARB to set regional emissions reduction targets from passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan for the achievement of the emissions target for their region.

*Senate Bill 391 Chapter 585, 2009 California Transportation Plan:* This bill requires the State's long-range transportation plan to meet California's climate change goals under AB 32.

## CALIFORNIA BUILDING CODE

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

### Green Building Standards

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

AB 32, which mandates the reduction in greenhouse gas emissions in California to 1990 levels by 2020, increased the urgency around the adoption of green building standards. In its scoping plan for the implementation of AB 32, the CARB identified energy use as the second largest contributor to California's GHG emissions, constituting roughly 25 percent of all such emissions. In recommending a green building strategy as one element of the scoping plan, the CARB estimated that green building standards would reduce GHG emissions by approximately 26 million metric tons of CO<sub>2</sub>e (MMTCO<sub>2</sub>e) by 2020 (BSC 2011).

### 2010 Green Building Code

On January 12, 2010, the Building Standards Commission adopted the *2010 California Green Building Standards Code*, also known as the 2010 CALGreen Code. In addition to the new statewide mandates, CALGreen encourages local governments to adopt more stringent voluntary provisions, know as Tier 1 and Tier 2 provisions, to further reduce greenhouse gas emissions, improve energy efficiency, and conserve natural resources. If a local government adopts one of the tiers, the provisions become mandates for all new construction within that jurisdiction. The most significant features of the 2010 CALGreen Code include the following (BSC 2011):

- 20 percent mandatory reduction in indoor water use, with voluntary goal standards for 30, 35 and 40 percent reductions;
- Separate indoor and outdoor water meters to measure nonresidential buildings' indoor and outdoor water use with a requirement for moisture-sensing irrigation systems for larger landscape projects;

- Diversion of 50 percent of construction waste from landfills, increasing voluntarily to 65 and 75 percent for new homes and 80 percent for commercial projects;
- Mandatory periodic inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies;
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

SAN LUIS OBISPO COUNTY AIR POLLUTION CONTROL DISTRICT

The SLOAPCD is a local public agency with the primary mission of realizing and preserving clean air for all county residents and businesses. Responsibilities of the SLOAPCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by federal and state regulatory requirements.

GHG Significance Thresholds

The SLOAPCD recently adopted recommended GHG significance thresholds. These thresholds are based on AB 32 GHG emission reduction goals, which take into consideration the emission reduction strategies outlined in ARB's Scoping Plan. The GHG significance thresholds include one qualitative threshold and two quantitative thresholds options for evaluation of operational GHG emissions. The qualitative threshold option is based on a consistency analysis in comparison to a Qualified Greenhouse Gas Reduction Strategy, or equitably similar adopted policies, ordinances and programs. If a project complies with a Qualified Greenhouse Gas Reduction Strategy that is specifically applicable to the project, then the project would be considered less than significant. The two quantitative threshold options include: 1) a bright-line threshold of 1,150 MTCO<sub>2</sub>e/year; and 2) an efficiency threshold of 4.9 MTCO<sub>2</sub>e/service population (residents+employees)/year. An additional GHG significance threshold of 10,000 MTCO<sub>2</sub>e/year is proposed for industrial stationary sources. The applicable GHG significance threshold to be used would depend on the type of project being proposed. Projects with GHG emissions that do not exceed the selected threshold would be considered to have a less-than-significant impact. The APCD's GHG emission thresholds are summarized in **Table 18**.

**Table 18**  
**SLOAPCD Greenhouse Gas Thresholds of Significance**

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

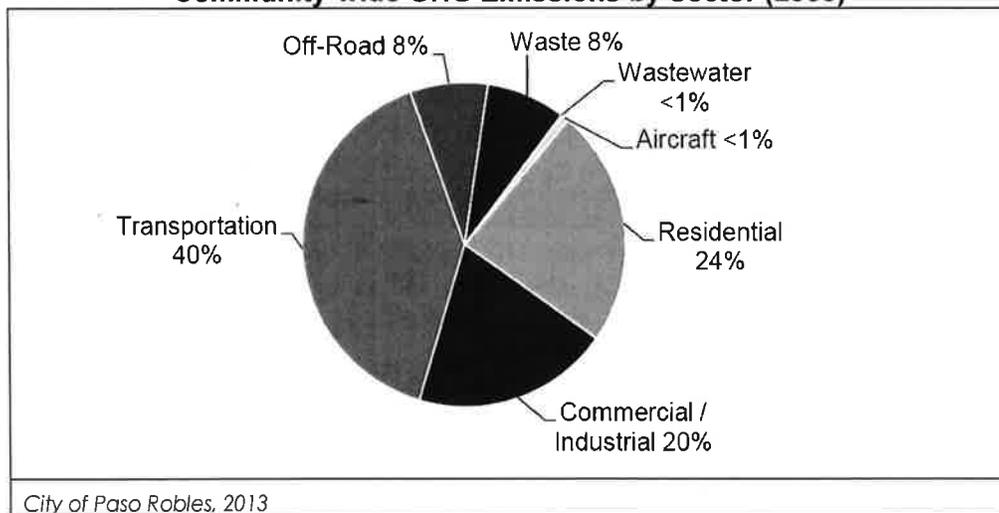
## CITY OF PASO ROBLES CLIMATE ACTION PLAN

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

According to the GHG emissions inventory identified in the CAP, in 2005, the Paso Robles community emitted approximately 169,557 metric tons of carbon dioxide equivalent GHG emissions (MT CO<sub>2</sub>e), as a result of activities that took place within the transportation, residential energy use, commercial and industrial energy use, off-road vehicles and equipment, solid waste, aircraft and wastewater sectors. As shown in **Figure 3**, the largest contributors of GHG emissions were the transportation (40 percent), residential energy use (24 percent) and commercial/industrial energy use (20 percent) sectors. The remainder of emissions resulted from the solid waste (eight percent), off-road vehicles and equipment (8 percent), aircraft (less than one percent), and wastewater (less than one percent) sectors (City of Paso Robles, 2013).

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

**Figure 3**  
**City of Paso Robles**  
**Community-wide GHG Emissions by Sector (2005)**



## IMPACT ANALYSIS

GHG impacts attributable to the proposed project are summarized in **Table 19**.

**Table 19**  
**Summary of Project-Related Greenhouse Gas Emissions Impacts**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>GREENHOUSE GAS EMISSIONS</b>				
A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### METHODOLOGY

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

### THRESHOLDS OF SIGNIFICANCE

In accordance with SLOAPCD recommended significance thresholds, the proposed project would be considered to have a potentially significant impact on the environment if project-generated emissions would exceed 1,150 MTCO<sub>2</sub>e/year.

The City of Paso Robles CAP includes a "Consistency Worksheet", which identifies various mandatory and voluntary actions designed to reduce GHG emissions. The *CAP Consistency Worksheet* can be used to demonstrate project-level compliance with the CAP. Consistency with the City of Paso Robles CAP would be considered potentially significant if the proposed project does not incorporate, at a minimum, the mandatory project-level GHG-reduction measures, as identified in the *CAP Consistency Worksheet*. The *CAP Consistency Worksheet* is included in **Appendix B** of this report.

### PROJECT IMPACTS AND MITIGATION MEASURES

**A. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? and***

Estimated GHG emissions attributable to future development would be primarily associated with increases of CO<sub>2</sub> from mobile sources. To a lesser extent, other GHG pollutants, such as CH<sub>4</sub> and N<sub>2</sub>O, would also be generated. Short-term and long-term GHG emissions associated with the development of the proposed project are discussed in greater detail, as follows:

### Short-term Construction GHG Emissions

Estimated increases in GHG emissions associated with construction of the proposed project are summarized in **Table 20**. Based on the modeling conducted, annual emissions of greenhouse gases associated with construction of the proposed project would range from approximately 95.63 to 437.87 MTCO<sub>2e</sub>. However, these increases in short-term emissions would be more than offset by the removal of the operational emissions associated with the existing land uses. In comparison to existing land use operational emissions for the corresponding periods, construction of the proposed project would result in an overall net reduction in GHG emissions of approximately 605.91 MTCO<sub>2e</sub>, which equates to a reduction of approximately 24.24 MTCO<sub>2e</sub>/year when amortized over the assumed 25-year life of the project. There would also be a small amount of GHG emissions from waste generated during construction; however, this amount is speculative. Actual emissions may vary, depending on the final construction schedules, equipment required, and activities conducted.

**Table 20  
Annual Construction-Generated GHG Emissions**

Construction Phase	GHG Emissions (MTCO <sub>2e</sub> /Year)
<b>Phase I</b>	
<b>Construction Year 2015</b>	
Project-Generated Emissions:	437.87
Less Emissions From Existing Use to be Removed:	-381.36
Net Change:	56.51
<b>Construction Year 2016</b>	
Project-Generated Emissions:	171.57
Less Emissions From Existing Use to be Removed:	-374.01
Net Change:	-202.44
<b>Phase II</b>	
<b>Construction Year 2018</b>	
Project-Generated Emissions:	147.39
Less Emissions From Existing Use to be Removed:	-351.50
Net Change:	-204.11
<b>Construction Year 2019</b>	
Project-Generated Emissions:	95.63
Less Emissions From Existing Use to be Removed:	-351.50
Net Change:	-255.87
Amortized Net Change in Construction Emissions*:	-24.24
*Amortized emissions are quantified based on an estimated 25-year project life. Refer to <b>Appendix C</b> for modeling assumptions and results.	

### Long-term Operational GHG Emissions

Estimated long-term increases in GHG emissions associated with the proposed project are summarized in **Table 21**. Based on the modeling conducted, operational GHG emissions would be predominantly associated with mobile sources and energy use. To a lesser extent, GHG emissions would also be associated with solid waste generation, as well as, water use and conveyance. Total net increases in GHG emissions during the initial year of Phase I operations would total approximately 1,115.93 MTCO<sub>2e</sub>/year. After accounting for removed emissions from the existing land use (-365.73 MTCO<sub>2e</sub>/year) and amortized construction-generated emissions (-

24.24 MTCO<sub>2</sub>e/year) the overall net increase in annual emissions for Phase I of the project would total approximately 725.96 MTCO<sub>2</sub>e/year. At project buildout, the overall net increase in GHG emissions would total 1,019.85 MTCO<sub>2</sub>e/year. Net increases in operational emissions of GHGs attributable to the proposed project would not exceed SLOAPCD's significance threshold of 1,150 MTCO<sub>2</sub>e/year. As a result, the proposed project would not be anticipated to have a significant impact on the environment. This impact is considered *less than significant*.

**Table 21  
Operational Greenhouse Gas Emissions Without Mitigation**

Source	GHG Emissions (MTCO <sub>2</sub> e/Year)
<b>Phase I</b>	
Area Source	0.01
Energy Use	390.92
Motor Vehicles	683.91
Waste Generation	31.63
Water Use and Conveyance	9.45
Total Project-Generated Emissions:	1,115.93
Less Emissions From Existing Use to be Removed:	-365.73
Construction (Amortized)	-24.24
Net Increase in Emissions:	725.96
SLOAPCD Significance Threshold:	1,150
Exceeds Significance Threshold?:	No
<b>Project Buildout (Phase I &amp; II)</b>	
Area Source	0.01
Energy Use	475.67
Motor Vehicles	855.68
Waste Generation	41.34
Water Use and Conveyance	12.35
Total Project-Generated Emissions:	1,385.06
Less Emissions From Existing Use to be Removed:	-340.97
Construction (Amortized)	-24.24
Net Increase in Emissions:	1,019.85
SLOAPCD Significance Threshold:	1,150
Exceeds Significance Threshold?:	No
Refer to <b>Appendix C</b> for modeling assumptions and results.	

**B. Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?**

As discussed earlier in this report, the City of Paso Robles CAP was adopted by the City Council on November 18th, 2013. The CAP is a long-range plan to reduce greenhouse gas (GHG) emissions from City government operations and community activities within Paso Robles and prepare for the anticipated effects of climate change. The CAP will also help achieve multiple

community goals such as lowering energy costs, reducing air pollution, supporting local economic development, and improving public health and quality of life (City of Paso Robles, 2013). To help achieve these goals, the CAP includes a "Consistency Worksheet", which identifies various mandatory and voluntary actions designed to reduce GHG emissions. The CAP Consistency Worksheet can be used to demonstrate project-level compliance with the CAP. The worksheet is included in **Appendix B** of this report. The proposed land use would be consistent with current zoning (i.e., commercial/light industry). In addition, the project sponsor has agreed to implement all mandatory measures identified in the CAP consistency worksheet, which are included as required mitigation to ensure consistency with the CAP.

#### **Mitigation Measure GHG-1:**

At a minimum, all mandatory GHG-reduction measures applicable to the proposed project, as identified in the *City of Paso Robles CAP Consistency Worksheet* (refer to Appendix B of this report), shall be implemented. If the project cannot meet one or more of the mandatory measures, substitutions (preferably starting with the voluntary measures) may be allowed, provided the applicant can demonstrate that the substituted measure(s) would achieve equivalent reductions to the City's satisfaction. Project-level Mandatory CAP measures include the following:

- a. Install high-efficiency lights in parking lots, streets, and other public areas (refer to CAP Measure E-5);
- b. Incorporate bicycle lanes, routes, and/or shared-use paths into street systems to provide a continuous network of routes, facilities with markings, signage, and bicycle parking (refer to CAP Measure TL-1);
- c. Comply with the mandatory California Green Building Standards Code bicycle parking standards (refer to CAP Measure TL-1);
- d. Provide pedestrian access network that internally links all uses and connects all existing or planned external streets and pedestrian facilities contiguous with the project site (refer to CAP Measure TL-2);
- e. Minimize barriers to pedestrian access and interconnectivity (refer to CAP Measure TL-2);
- f. 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.) (refer to CAP Measure TL-2);
- g. Provide safe and convenient access to public transit within and/or contiguous to the project area (refer to CAP Measure TL-2);
- h. Meet CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation (refer to CAP Measure W-1);
- i. Divert 65 percent of non-hazardous construction and demolition debris (refer to CAP Measure S-1);
- j. Plant native and drought tolerant trees beyond those required as mitigation for tree removal (refer to CAP Measure T-1).

#### Significance After Mitigation

Mitigation Measure GHG-1 would ensure consistency with the City of Paso Robles CAP. With mitigation, this impact would be considered **less than significant**.

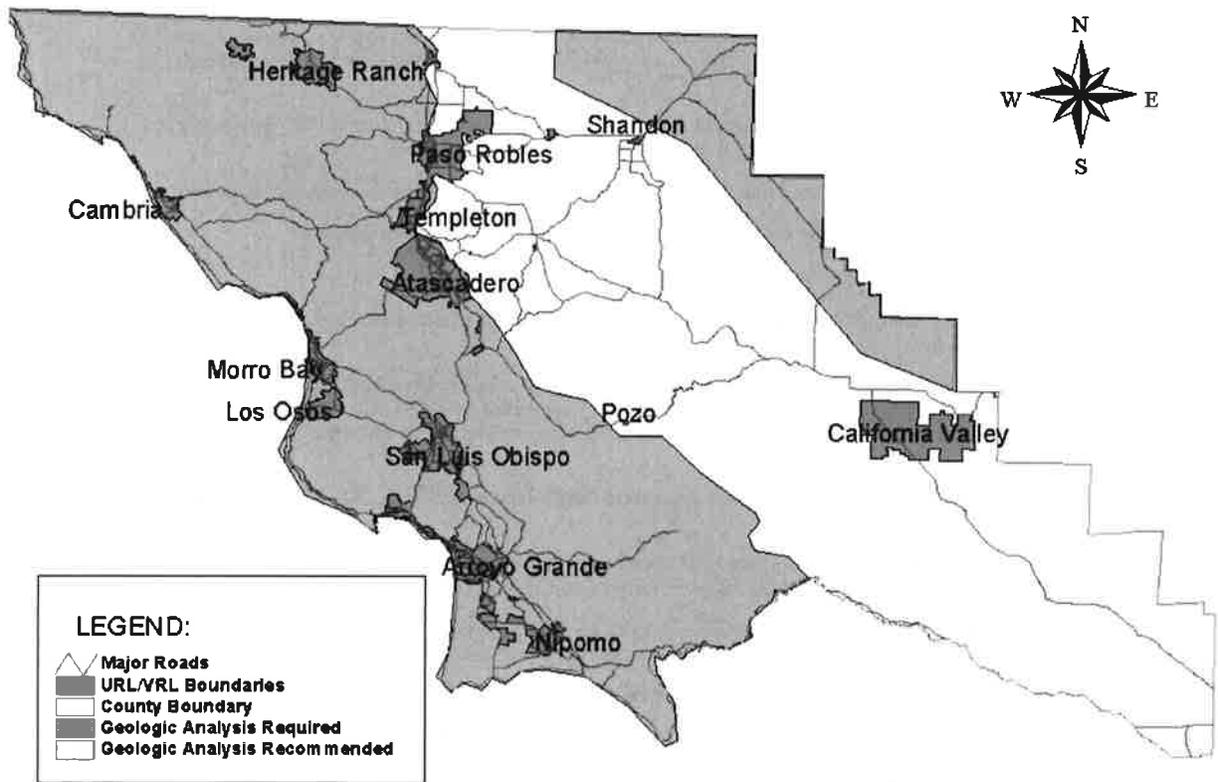
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**APPENDIX A**

**AREAS OF KNOWN NATURALLY OCCURRING ASBESTOS  
& SLOAPCD ASBESTOS DEMOLITION/RENOVATION NOTIFICATION FORM**

### Areas Likely to Contain Naturally Occurring Asbestos



Source: SLOAPCD April 2012

**ASBESTOS DEMOLITION/RENOVATION NOTIFICATION FORM  
GENERAL INFORMATION**

The asbestos NESHAP, 40 CFR, Part 61, Subpart M, requires written notification of demolition or renovation operations under Section 61.145. Only complete notification forms are acceptable. A complete accredited asbestos survey must accompany the notification in order to be complete. Incomplete notification may result in enforcement action.

The original notification should be typewritten and postmarked or delivered no later than ten working days prior to the beginning of the asbestos removal activity (dates specified in Section VIII) or demolition (dates specified in Section IX). Notification fees apply (See attached fee schedule). Please submit the notification form to:



**AIR POLLUTION  
CONTROL DISTRICT**  
COUNTY OF SAN LUIS OBISPO

Mark Elliott, Air Quality Specialist  
Enforcement Division  
3433 Roberto Court  
San Luis Obispo, CA 93401  
(805) 781-5912 Phone  
(805) 781-1002 Fax

Tim Fuhr, Air Quality Specialist  
Enforcement Division  
3433 Roberto Court  
San Luis Obispo, CA 93401  
(805) 781-5912 Phone  
(805) 781-1002 Fax

Revisions are required if there are any changes to removal or demolition dates, amounts of asbestos present or removed, or to contractors, transporters, or disposal site. There is a \$115.00 Revision Fee. Revisions may be faxed to the fax number above.

- I. **Type of Notification:** Enter "O" if the notification is a first time or original notification, "R" if the notification is a revision of a prior notification, or "C" if the activity has been cancelled.
- II. **Facility Information:** Enter the names, addresses, contact persons and telephone numbers of the following:
  - Owner:* Legal owner of the site at which asbestos is being removed or demolition planned.
  - Removal Contractor:* Contractor hired to remove asbestos.
  - Other Operator:* Demolition contractor, general contractor, or any other person who leases, operates, controls, or supervises the site.

If known, the name of the site supervisor should be entered as the contact person for the notification. If additional parties share responsibility for the site, demolition activity, renovations or ACM removal, include complete information (including name, address, contact person and telephone number) on additional sheets submitted with the form.
- III. **Type of Operation:** Enter "D" for facility demolition, "R" for facility renovation, "O" for ordered demolitions, or "E" for emergency renovations.
- IV. **Is Asbestos Present?** Answer "Yes" or "No" regardless of the amount or type of asbestos. Pursuant to Section 61.145.a. submit a complete accredited asbestos survey with this notification.
- V. **Facility Description:** Provide detailed information on the areas being renovated or demolished. If applicable, provide the floor numbers and room numbers where renovations are to be conducted.
  - Site Location:* Provide information needed to locate site in the event that the address alone is inadequate.
  - Building Size:* Provide in square meters or square feet.
  - No. of Floors:* Enter the number of floors including basement or ground level floors.
  - Age in Years:* Enter approximate age of the facility.
  - Present Use/Prior Use:* Describe the primary use of the facility or enter the following codes:  
H - Hospital; S - School; P - Public Building; O - Office; I - Industrial; U - University or College;  
B - Ship; C - Commercial; or R - Residence.

- VI. **Asbestos Detection Procedure:** Describe methods and procedures used to determine whether ACM is present at the site, including a description of the analytical methods employed. This must be performed by a licensed asbestos consultant or site surveillance technician.
- VII. **Approximate Amount of Asbestos Including:** (1) Regulated ACM to be removed (including nonfriable ACM to be sanded, ground or abraded); (2) Category I ACM not removed; and (3) Category II ACM not removed.
- For both removals and demolitions, enter the amount of RACM to be removed by entering a number in the appropriate box and an "X" for the unit. For demolitions only, enter the amount of Category I and II nonfriable asbestos not to be removed in the appropriate boxes.
- Category I nonfriable material includes packing, gaskets, resilient floor covering and asphalt roofing materials containing more than one percent asbestos. Category II nonfriable material includes any material, excluding Category I products, containing more than one percent asbestos, that when dry, cannot be crumbled, pulverized or reduced to powder.
- VIII. **Scheduled Dates of Asbestos Removal (MM/DD/YY):** Enter scheduled dates (month/day/year) for asbestos removal work. Asbestos removal work includes any activity, including site preparation, which may break up, dislodge or disturb asbestos material.
- IX. **Scheduled Dates of Demo/Renovation (MM/DD/YY):** Enter scheduled dates (month/day/year) for beginning and ending the planned demolition or renovation.
- X. **Description of Planned Demolition or Renovation Work and Method(s) to be Used:** Include in this description of the demolition and renovation techniques to be used and a description of the areas and types of facility components which will be affected by this work.
- XI. **Description of Engineering Controls and Work Practices to be Used to Control Emissions of Asbestos at the Demolition and Renovation Site:** Describe the work practices and engineering controls selected to ensure compliance with the requirements of the regulations, including both asbestos removal and waste-handling emission control procedures.
- XII. **Waste Transporter:** Name, address and telephone number of the asbestos waste transporter.
- XIII. **Waste Disposal Site:** Identify the waste disposal site, including the complete name, location and telephone number of the facility. If ACM is to be disposed of at more than one site, provide complete information on an additional sheet submitted with the form.
- XIV. **If Demolition Ordered by a Government Agency, please identify the Agency below:** Provide the name of the responsible official, title and agency, authority under which the order was issued, the dates of the order and the dates of the ordered demolition.
- XV. **Emergency Renovation Information:** Provide the date and time of the emergency, a description of the event and a description of unsafe conditions, equipment damage or financial burden resulting from the event. The information should be detailed enough to evaluate whether a renovation falls within the emergency exception.
- XVI. **Description of Procedures to be Followed in the Event that Unexpected Asbestos is Found or Previously Nonfriable Asbestos Material Becomes Crumbled, Pulverized or Reduced to Powder:** Provide adequate information to demonstrate that appropriate actions have been considered and can be implemented to control asbestos emissions adequately, including at a minimum, conformance with applicable work practice standards.
- XVII. **Certification of Presence of Trained Supervisor:** One year after promulgation of the applicable regulation, the notifier must certify that a person trained in asbestos-removal procedures will supervise the demolition or renovation. The supervisor is responsible for the activity on-site. Evidence that the training has been completed by the supervisor must be available for inspection during normal business hours.
- XVIII. **Certification:** Please certify the accuracy and completeness of the information provided by signing and dating the notification form.

## Asbestos NESHAP Fees

<b>Demolition Projects Without Asbestos</b>	
Notification Fee	\$ 402.00
<b>Demolition or Renovation Projects With Asbestos</b>	
Less than 260 lineal feet of material; less than 160 square feet of material; or less than 35 cubic feet of material	\$ 402.00
260 lineal feet or more of material but less than 1,000 lineal feet of material; 160 square feet or more of material but less than 1,000 square feet of material; or 35 cubic feet or more of material but less than 1,000 cubic feet of material	\$ 632.00
1,000 lineal, square, or cubic feet or more of material but less than 10,000 lineal, square, or cubic feet of material	\$ 920.00
10,000 lineal, square, or cubic feet or more of material	\$1,495.00
<b>Revisions</b>	
Any notification revision	\$ 115.00

**DEMOLITION:** Notification and ten-working-day wait required on all subject demolitions even if Regulated Asbestos Containing Material (RACM) is not present.

**RENOVATION:** Notification and ten-working-day wait required on all subject renovations when RACM is more than threshold amount (threshold amounts: 260 LF, 160 SF, 35 CF). When RACM is below threshold amount, notification is not required.

**RESIDENTIAL DEMOLITION AND RENOVATION:** NESHAP notification requirements may not apply to a single family residential structure demolition or renovation project **unless** the residential property is subject to NESHAP by other means. Call the San Luis Obispo County Air Pollution Control District (APCD) for applicability before you demolish any structure.

\*Additional fees **MAY** apply to any project if significant APCD staff time is needed to determine compliance.

Annual notifications for small, unexpected jobs are assessed the appropriate fee and are due upon notification submittal.

For additional information, an Asbestos NESHAP Notification Form, or other Asbestos related issues, check our website at [www.slocleanair.org/business/asbestos.asp](http://www.slocleanair.org/business/asbestos.asp) or call the APCD at 805-781-5912.

## NOTIFICATION OF DEMOLITION AND RENOVATION

OPERATOR PROJECT #	POSTMARK	NOTIFICATION #	DATE RECEIVED	
I. TYPE OF NOTIFICATION (O - Original R - Revised C - Cancelled CO - Courtesy)				
II. FACILITY INFORMATION (Identify Owner, Removal Contractor, and Other Operator)				
OWNER NAME:				
ADDRESS:				
CITY:		STATE:	ZIP:	
CONTACT:		EMAIL:	TELEPHONE:	
REMOVAL CONTRACTOR:				
ADDRESS:				
CITY:		STATE:	ZIP:	
CONTACT:		EMAIL:	TELEPHONE:	
OTHER OPERATOR:				
ADDRESS:				
CITY:		STATE:	ZIP:	
CONTACT:		EMAIL:	TELEPHONE:	
III. TYPE OF OPERATION D - Demo O - Ordered Demo (Must have written order from municipality) R - Renovation E - Emergency Renovation/Demolition (Written approval/authorization issued by APCD)				
IV. IS ASBESTOS PRESENT? Yes / No (Circle one) <b>Attach an accredited asbestos survey in order to be accepted</b>				
V. FACILITY DESCRIPTION (Include building name, number, and floor or room number)				
BUILDING NAME:				
ADDRESS:				
CITY:		STATE:	COUNTY:	
SITE LOCATION:				
BUILDING SIZE:		NUMBER OF FLOORS:	AGE IN YEARS:	
PRESENT USE:		PRIOR USE:		
VI. PROCEDURE INCLUDING ANALYTICAL METHOD, IF APPROPRIATE, USED TO DETECT THE PRESENCE OF ASBESTOS MATERIAL				
VII. APPROXIMATE AMOUNT OF 1. Regulated ACM to be removed 2. Category I ACM not removed 3. Category II ACM not removed	RACM TO BE REMOVED	NONFRIABLE ASBESTOS MATERIAL NOT TO BE REMOVED	NONFRIABLE ASBESTOS MATERIAL TO BE REMOVED	UNIT OF MEASURE
		CAT I    CAT II	CAT I    CAT II	
PIPES				Linear Feet
SURFACE AREA				Square Feet
VOL RACM OFF FACILITY COMPONENT				Cubic Feet
VIII. SCHEDULED DATES ASBESTOS REMOVAL <small>NOTE: Date Changes Require Revisions Faxed to (805) 781-1002 and a per revision fee of \$115.00.</small>		START:	COMPLETE:	
IX. SCHEDULED DATES DEMO/RENOVATION <small>NOTE: Date Changes Require Revisions Faxed to (805) 781-1002 and a per revision fee of \$115.00.</small>		START:	COMPLETE:	

**NOTIFICATION OF DEMOLITION AND RENOVATION (Continued)**

<b>X</b>	<b>DESCRIPTION OF PLANNED DEMOLITION OR RENOVATION WORK, AND METHOD(S) TO BE USED:</b>		
<b>XI</b>	<b>DESCRIPTION OF WORK PRACTICES AND ENGINEERING CONTROLS AND TO BE USED TO PREVENT EMISSIONS OF ASBESTOS AT THE DEMOLITION AND RENOVATION SITE:</b>		
<b>XII</b>	<b>ASBESTOS WASTE TRANSPORTER #1:</b>		
	<b>OWNER NAME:</b>		
	<b>ADDRESS:</b>		
	<b>CITY:</b>	<b>STATE:</b>	<b>ZIP:</b>
	<b>CONTACT:</b>		<b>TELEPHONE:</b>
	<b>ASBESTOS WASTE TRANSPORTER #2:</b>		
	<b>NAME:</b>		
	<b>ADDRESS:</b>		
	<b>CITY:</b>	<b>STATE:</b>	<b>ZIP:</b>
	<b>CONTACT:</b>		<b>TELEPHONE:</b>
<b>XIII</b>	<b>ASBESTOS WASTE DISPOSAL SITE:</b>		
	<b>NAME:</b>		
	<b>ADDRESS:</b>		
	<b>CITY:</b>	<b>STATE:</b>	<b>ZIP:</b>
	<b>CONTACT:</b>		<b>TELEPHONE:</b>
<b>XIV</b>	<b>IF DEMOLITION ORDERED BY A GOVERNMENT AGENCY, PLEASE IDENTIFY THE AGENCY BELOW AND ATTACH ORDER</b>		
	<b>NAME:</b>	<b>TITLE:</b>	
	<b>AUTHORITY:</b>		
	<b>DATE OF ORDER (MM/DD/YY):</b>	<b>DATE ORDERED TO BEGIN (MM/DD/YY):</b>	
	<b>ADDRESS:</b>		
<b>XV</b>	<b>FOR EMERGENCY RENOVATIONS (Written authorization from the APCD is required):</b>		
	<b>DATE AND HOUR OF EMERGENCY (MM/DD/YY):</b>		
	<b>DESCRIPTION OF THE SUDDEN, UNEXPECTED EVENT:</b>		
	<b>EXPLANATION OF HOW THE EVENT CAUSED UNSAFE CONDITIONS OR WOULD CAUSE EQUIPMENT DAMAGE OR AN UNREASONABLE FINANCIAL BURDEN:</b>		
<b>XVI</b>	<b>DESCRIPTION OF PROCEDURES TO BE FOLLOWED IN THE EVENT THAT UNEXPECTED ASBESTOS IS FOUND OR PREVIOUSLY NONFRIABLE ASBESTOS MATERIAL BECOMES CRUMBLLED, PULVERIZED, OR REDUCED TO POWDER:</b>		
<b>XVII</b>	<b>I CERTIFY THAT AN INDIVIDUAL TRAINED IN THE PROVISIONS OF THIS REGULATION (40 CFR PART 61, SUBPART M) WILL BE ON-SITE DURING THE DEMOLITION OR RENOVATION AND EVIDENCE THAT THE REQUIRED TRAINING HAS BEEN ACCOMPLISHED BY THIS PERSON WILL BE AVAILABLE FOR INSPECTION DURING NORMAL BUSINESS HOURS (REQUIRED 1 YEAR AFTER PROMULGATION).</b>		
	_____ (Print Name)	_____ (Signature of Owner/Operator)	_____ (Date)
<b>XVIII</b>	<b>I CERTIFY THAT THE ABOVE INFORMATION IS CORRECT.</b>		
	_____ (Print Name)	_____ (Signature of Owner/Operator)	_____ (Date)

**APPENDIX B**

**CITY OF PASO ROBLES CLIMATE ACTION PLAN  
CAP CONSISTENCY WORKSHEET**

## CAP Consistency Worksheet

The City of Paso Robles CAP was developed to comprehensively analyze and mitigate the significant effects of GHG emissions consistent with CEQA Guidelines Section 15183.5(b) and to support the State's efforts to reduce GHG emissions under Executive Order S-3-05 and AB 32 (see CAP Chapter 1, Sections 1.1 and 1.4). Pursuant to CEQA Guidelines Sections 15064(h)(3) and 15130(d), if a project is consistent and complies with the requirements of an adopted plan, such as a CAP, that includes the attributes specified in CEQA Guidelines Section 15183.5(h), the lead agency may determine that the project's GHG impacts are less than significant with no further analysis required. This appendix sets forth a CAP consistency worksheet that an applicant may use to demonstrate project compliance with the CAP. This checklist should be filled out for each new project, subject to discretionary review of the City of Paso Robles.

To determine project consistency and compliance with the CAP, the applicant should complete Sections A and B below, providing project-level details in the space provided. Generally, only projects that are consistent with the General Plan land use designations, and SLOCOG population and employment projections, upon which the GHG emissions modeling and CAP is based, can apply for a determination of consistency with the CAP. In addition, all mandatory actions identified in Section B must be incorporated as binding and enforceable components of the project for it to be found consistent with the CAP. If an action is not applicable to the proposed project, please identify and explain.

At this time, the voluntary actions are not required for project consistency with the CAP; however, if a project does include voluntary actions identified in Section B, project-level details should be described to help the City track implementation of voluntary CAP actions that would contribute to Paso Robles's achievement of its GHG emissions reduction target.

If the project cannot meet one or more of the mandatory actions, substitutions (preferably starting with the voluntary actions) may be allowed if the applicant can demonstrate how substituted actions would achieve equivalent reductions to the City's satisfaction. The applicant would also be required to demonstrate that the project would not substantially interfere with implementation of the mandatory CAP actions.

If it is determined that a proposed project is not consistent with the CAP, further analysis would be required and the applicant would be required to demonstrate that the proposed project's GHG emissions fall below the APCD's adopted GHG significance thresholds (see CAP Chapter 1, Section 1.8.3, and Table 1-2). The project would also be required to demonstrate that it would not substantially interfere with implementation of the CAP.

**A. PROJECT INFORMATION**

Date:	
Project Name:	
Project Address:	
Project Type:	
Project Size:	
Land Use Designation(s):	
Zoning Designation(s):	
Project Service Population (Residents + Employees):	
Brief Project Description:	
Compliance Checklist Prepared By:	

**B. CAP COMPLIANCE WORKSHEET**

Measure	Project Actions	Mandatory or Voluntary	Project Compliance (Yes/No/NA)	Details of Compliance*
<b>Energy</b>				
Measure E-4: Incentives for Exceeding Title 24 Energy Efficiency Building Standards	Does the project exceed 2013 Title 24 Building Energy Efficiency Standards?	Voluntary		
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		
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		
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		
<b>Transportation and Land Use</b>				
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		

APPENDIX C

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		
	Does the project incorporate bicycle facilities and/or amenities beyond those required?	Voluntary		
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		
	Does project minimize barriers to pedestrian access and interconnectivity?	Mandatory		
	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		
	Does the project incorporate pedestrian facilities and/or amenities beyond those required?	Voluntary		

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		
Measure TL-6: Parking Supply Management	Does the project include a reduced number of parking spaces or utilize shared parking?	Voluntary		
Measure TL-7: Electric Vehicle Network and Alternative Fueling Stations	Does the project include the installation of electric or other alternative fueling stations?	Voluntary		
Measure TL-8: Infill Development	Is the project consistent with the City's land use and zoning code?	Mandatory		
	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		
<b>Off-Road</b>				
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		
<b>Water</b>				
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		
	Does the project incorporate grey	Voluntary		

APPENDIX C

Measure	Project Actions	Mandatory or Voluntary	Project Compliance (Yes/No/NA)	Details of Compliance*
	water or recycled water infrastructure?			
<b>Solid Waste</b>				
<b>Measure S-1: Solid Waste Diversion Rate</b>	If the project involves construction or demolition, will the contractor divert 65 percent of non-hazardous construction or demolition debris?	Mandatory		
	Does the project provide receptacles for the collection of organic waste?	Voluntary		
	Does the project include composting facilities?	Voluntary		
<b>Tree Planting</b>				
<b>Measure T-1: Tree Planting Program</b>	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		

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

**APPENDIX C**  
**EMISSIONS MODELING**

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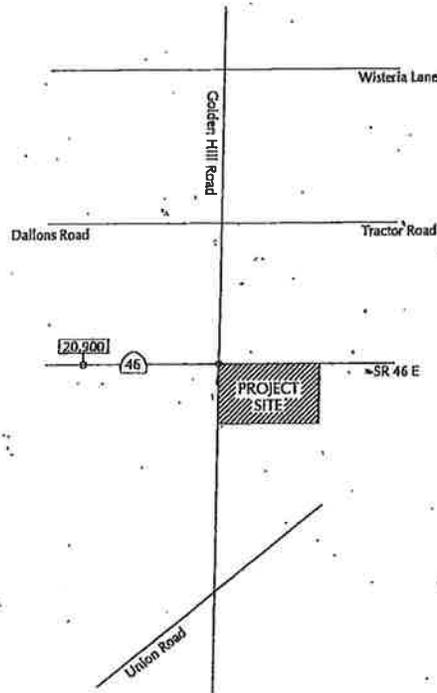
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**HILTON GARDEN INN  
CITY OF PASO ROBLES, CALIFORNIA**

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**TRAFFIC STUDY**

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August 11, 2014

ATE Project 14040

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Prepared for:

Prepared by:

Mr. Andrew Wood  
Route 19, LLC  
17 Corporate Plaza, Suite 200  
Newport Beach, CA 92660

Darryl F. Nelson, PTP  
Under the direction of  
Richard L. Pool, P.E.



**ASSOCIATED TRANSPORTATION ENGINEERS**

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# ASSOCIATED TRANSPORTATION ENGINEERS

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Since 1978

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

August 11, 2014

14040R01

Mr. Andrew Wood  
Route 19, LLC  
17 Corporate Plaza, Suite 200  
Newport Beach, CA 92660

## TRAFFIC AND CIRCULATION STUDY FOR HILTON GARDEN INN - PASO ROBLES, CALIFORNIA

Associated Transportation Engineers is pleased to submit the following traffic and circulation study for Hilton Garden Inn, located on the Golden Hill Road south of State Route 46 in the City of Paso Robles, California. It is our understanding that the traffic study will be used by the City in processing the development application.

We appreciate the opportunity to assist you with this project.

Associated Transportation Engineers

By: Richard L. Pool, P.E.  
President



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## INTRODUCTION

The following traffic and circulation study contains an analysis of potential traffic impacts associated with development of a Hilton Garden Inn proposed in the City of Paso Robles. The study reviews Existing, Existing + Project, Cumulative, Cumulative + Project, and General Plan Buildout traffic conditions in the vicinity of the site.

## PROJECT DESCRIPTION

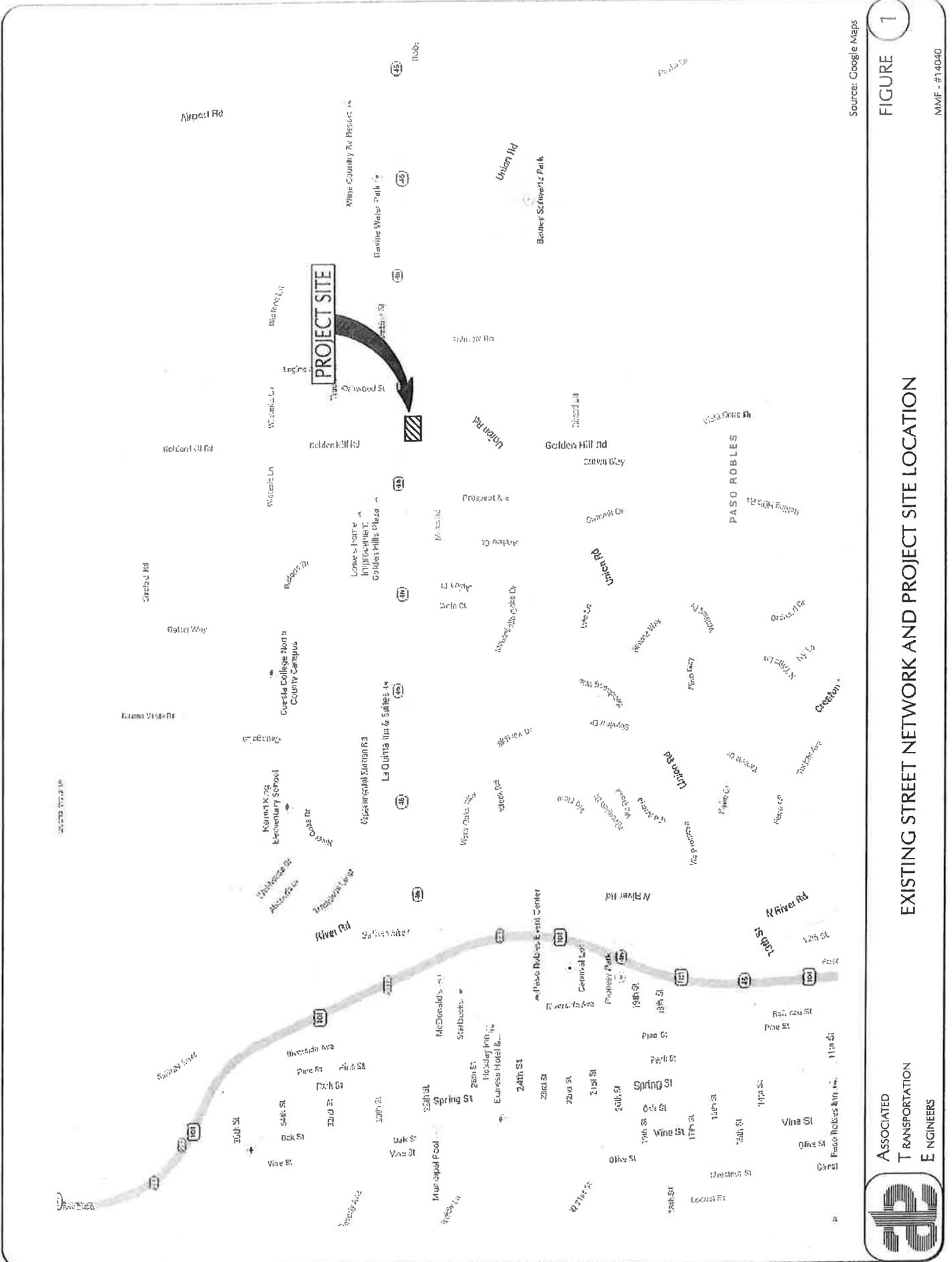
The project site is located on the southeast corner of the State Route 46E/Golden Hill Road intersection, as shown in Figure 1. The 166 room Hilton Garden Inn would replace the approximately 15,800 square-foot (SF) Paso Robles Truck Center on the subject property. The Hilton Garden Inn is a phased project, with 125 rooms constructed in Phase I, the remaining 41 rooms will be built in Phase II. The purpose of the project is to serve the transient visitor and highway travelers passing through the area. The subject property is zoned C-3, the hotel project is consistent with the zoning. Figure 2 illustrates the project site plan. Access to the hotel is provided via two driveways on Golden Hill Road.

## STUDY AREA

The study-area roadways analyzed include State Route 46 (East) and Golden Hill Road. The facilities analyzed are summarized on Table 1.

**Table 1**  
**Study-Area Transportation Facilities**

<b>Roadways</b>	<b>Intersection</b>
State Route 46E Golden Hill Road	State Route 46E/Golden Hill Road



Source: Google Maps

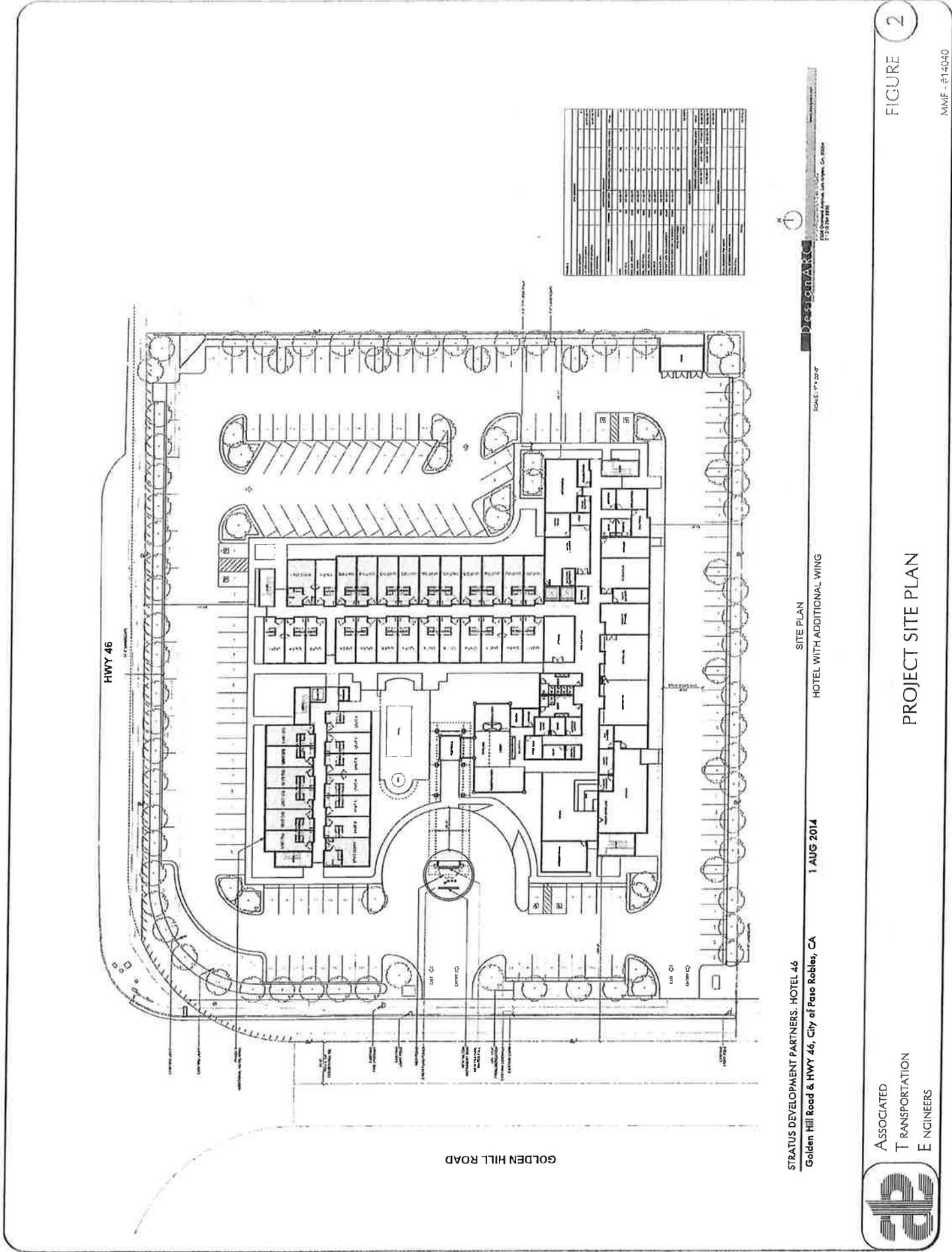
FIGURE 1

EXISTING STREET NETWORK AND PROJECT SITE LOCATION

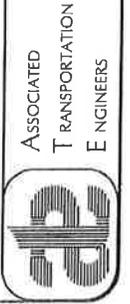


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MMVF - 8/14/040



NO.	DESCRIPTION	DATE	BY	CHECKED
1	PRELIMINARY	11/10/13	...	...
2	REVISED	12/10/13	...	...
3	REVISED	1/10/14	...	...
4	REVISED	2/10/14	...	...
5	REVISED	3/10/14	...	...
6	REVISED	4/10/14	...	...
7	REVISED	5/10/14	...	...
8	REVISED	6/10/14	...	...
9	REVISED	7/10/14	...	...
10	REVISED	8/10/14	...	...
11	REVISED	9/10/14	...	...
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25	REVISED	11/10/15	...	...
26	REVISED	12/10/15	...	...
27	REVISED	1/10/16	...	...
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30	REVISED	4/10/16	...	...
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38	REVISED	12/10/16	...	...
39	REVISED	1/10/17	...	...
40	REVISED	2/10/17	...	...
41	REVISED	3/10/17	...	...
42	REVISED	4/10/17	...	...
43	REVISED	5/10/17	...	...
44	REVISED	6/10/17	...	...
45	REVISED	7/10/17	...	...
46	REVISED	8/10/17	...	...
47	REVISED	9/10/17	...	...
48	REVISED	10/10/17	...	...
49	REVISED	11/10/17	...	...
50	REVISED	12/10/17	...	...



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PROJECT SITE PLAN

FIGURE 2

STRATUS DEVELOPMENT PARTNERS. HOTEL 46  
Golden Hill Road & HWY 46, City of Paso Robles, CA

1 AUG 2014

SITE PLAN  
HOTEL WITH ADDITIONAL WING

SCALE: 1" = 30'-0"



2000 Sycamore Ave., Los Angeles, CA 90006  
TEL: 310.440.8888

MMF - #1-040

## EXISTING CONDITIONS

### Street Network

The project site is served by a network of major highways, arterial streets and collector streets, as illustrated in Figure 3. The following text provides a brief discussion of major components of the study-area street network.

**State Route 46E**, located north of the project site, is an east-west state highway. Within the Paso Robles area, State Route 46E extends as a 4-lane divided highway.

**Golden Hill Road**, located adjacent to the project site is a north-south arterial road and signalized at State Route 46E. Golden Hill Road north of State Route 46E is a 4-lane divided road, then narrows to 2-lanes north of Dallons Drive. Golden Hill Road south of State Route 46E and adjacent to the project site is a 4-lane divided road. The roadway adjacent to the parcel to the south has not been built to full street standards so Golden Hill Road narrows to 2 lanes as it continues to Union Road. South of Union Road, Golden Hill Road continues as a 3- or 4-lane divided roadway and terminates at Creston Road.

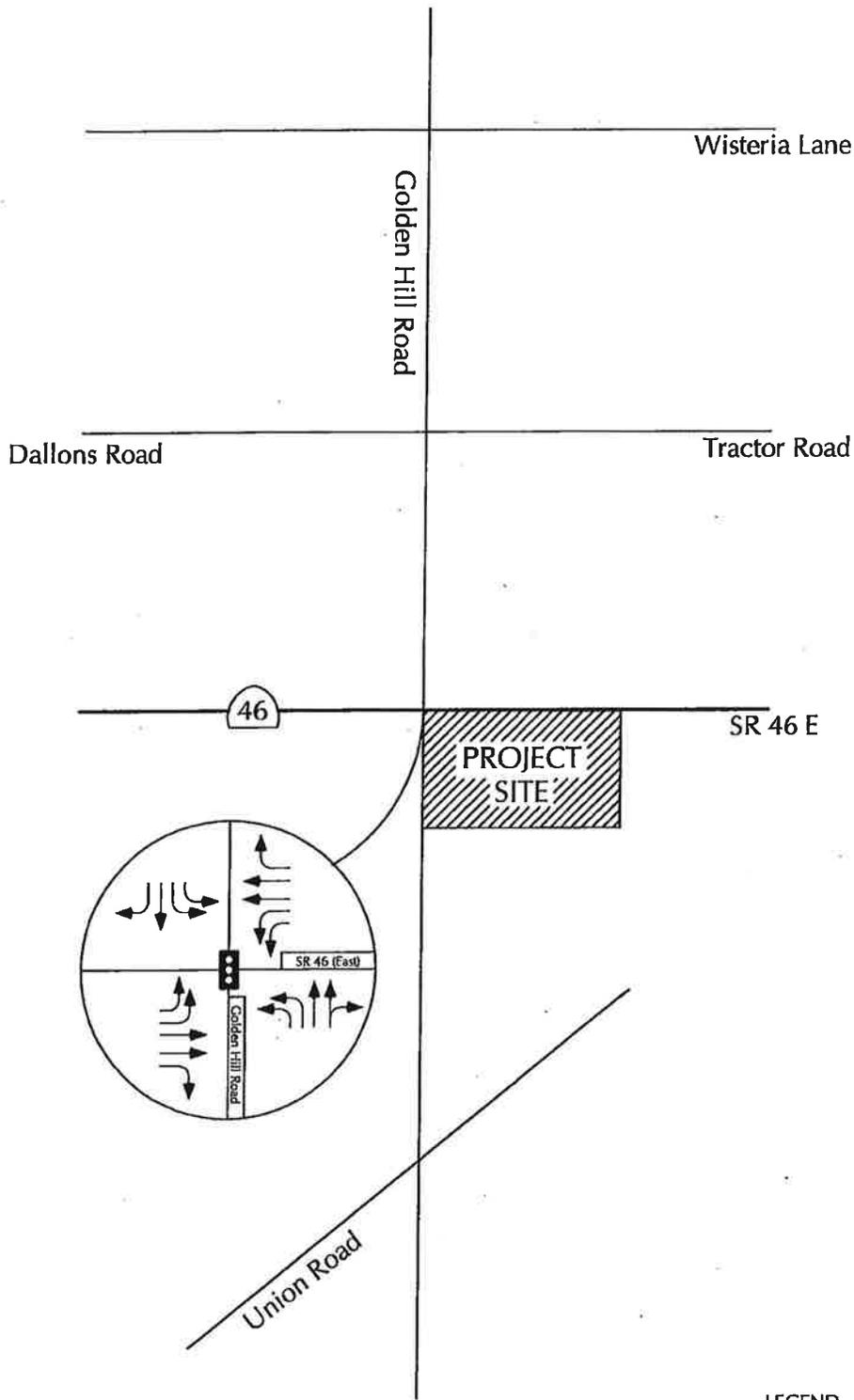
### Roadway Operation

Existing (2012) average daily traffic (ADT) volumes for State Route 46E were obtained from Caltrans<sup>1</sup>. Figure 4 shows Existing Average Daily Traffic volume. The City of Paso Robles has de-emphasized the use of level of service for roadway operations in favor of capacity utilization as a performance measure. The operation of the segment of State Route 46E between U.S. Highway 101 and Union Road was based on the City of Paso Robles roadway engineering design capacities (included in the Technical Appendix). The results show that the segment operates at 46 percent of capacity as shown in Table 2. Per the City's Circulation Element, 46 percent capacity utilization indicates stable operation conditions for motorist.

**Table 2**  
**Existing Roadway Operation**

Roadway Segment	Geometry	ADT	LOS E Capacity	Capacity Utilization
State Route 46E between U.S. Highway 101 and Union Road	4-Lane	20,900	44,880	46%

<sup>1</sup> 2012 Traffic Volumes on California State Highways, California Department of Transportation, June 2013.



- LEGEND**
- Signalized Intersection
  - Lane Geometry

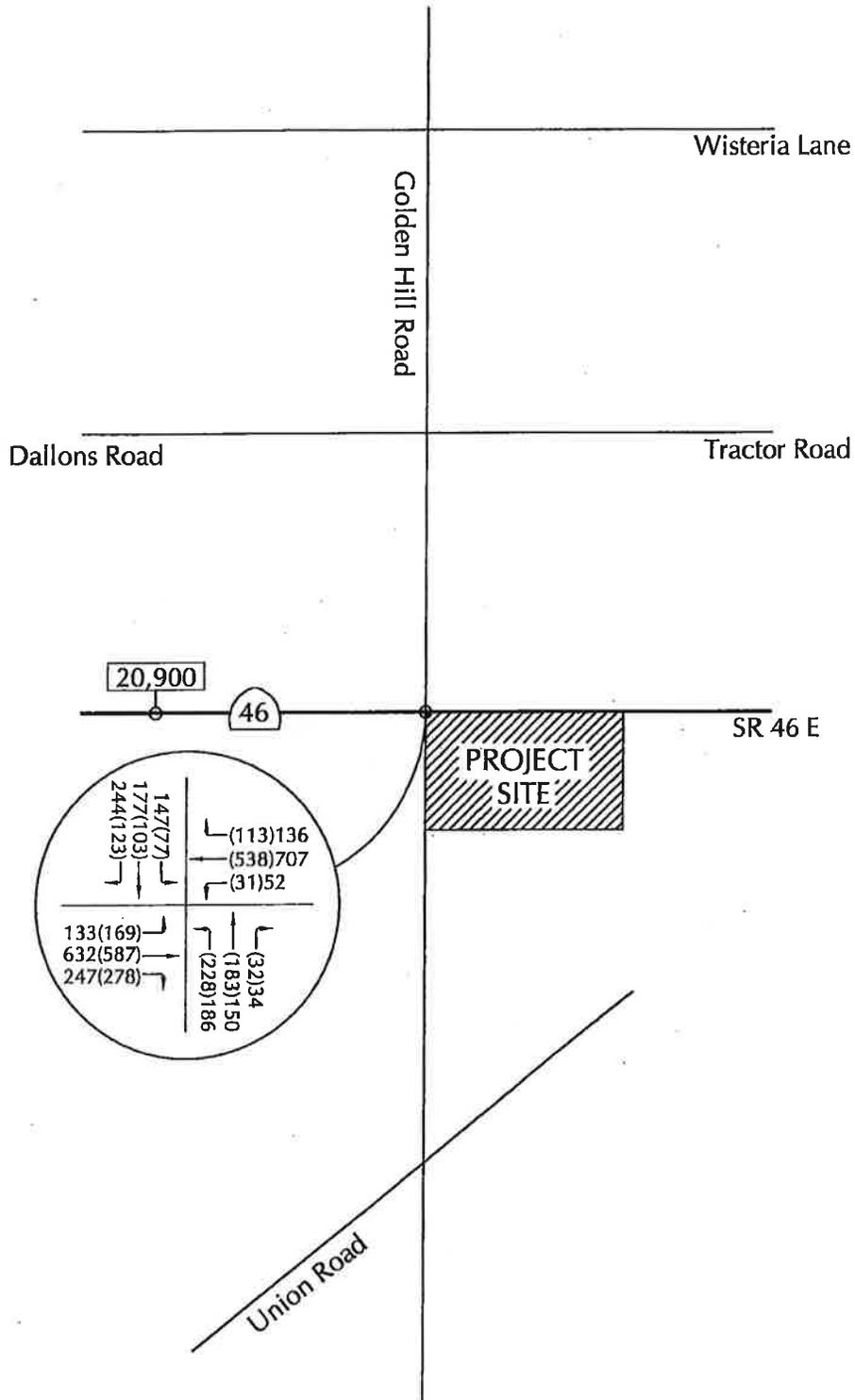


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**EXISTING LANE GEOMETRY AND TRAFFIC CONTROLS**

**FIGURE 3**

MMF - #14040



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

☐ X ☐ - Average Daily Traffic Volume



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EXISTING TRAFFIC VOLUMES

FIGURE 4

## Intersection Operation

Figure 4 illustrates the existing (2014) A.M. and P.M. peak hour traffic volumes at the study-area intersections. Existing A.M. and P.M. peak hour traffic volumes for the State Route 46E/Golden Hill Road intersection were counted by ATE in May 2014. The existing A.M. and P.M. peak hour levels of service for State Route 46E/Golden Hill Road is shown in Table 3 (worksheets are contained in the Technical Appendix).

State Route 46E/Golden Hill Road is a Caltrans facility, the level of service for the study-area intersection was calculated using the signalized methodology outlined in the Highway Capacity Manual. The computer program "Synchro" was used to analyze the operation of the study-area intersection. The level of service calculation worksheets, along with a brief discussion of the calculation procedures used, are contained in the Technical Appendix.

**Table 3**  
**Existing Intersection Levels of Service**

Intersection	A.M. Peak Hour	P.M. Peak Hour
State Route 46E/Golden Hill Road	27.9 sec./LOS C	27.8 sec./LOS C

LOS based on average delay per vehicle in seconds.

The study-area intersection currently operates in the LOS "C" range for both the A.M. and P.M. peak hour periods as shown in Table 3. The intersection analyses show that the existing street system works well and has reserve capacity available.

## IMPACT THRESHOLDS

City of Paso Robles. Intersection operation is focused on specific operation impacts such as queuing and safety.

Caltrans. Caltrans has established the cusp of the LOS "C"/"D" range as the target level of service for State Highways. If a State Highway facility exceeds the target LOS, the existing LOS should be maintained.

## PROJECT GENERATED TRAFFIC VOLUMES

The following is an evaluation of the A.M. and P.M. peak hour traffic volumes that will be generated by the Hilton Garden Inn.

### Project Trip Generation

Trip generation estimates were calculated for the Hotel are based on the rates published in the Institute of Transportation Engineers (ITE), Trip Generation, 9<sup>th</sup> Edition for Business Hotel (Land-Use Code #312).<sup>2</sup> Trip rates in the City's Traffic Model are lower than the ITE rates for business hotels. The approach used by ATE to determine project-specific traffic impacts on the adjacent street system is a more conservative approach. Table 4 compares the average daily trips (ADT), A.M. and P.M. peak hour trip generation estimates for the proposed hotel project and the existing truck sales and service operation. Driveway volumes collected for the existing truck sales and service operation are included in the Technical Appendix.

**Table 4**  
**Project Trip Generation Comparison**

Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
<u>Proposed Use:</u> Business Hotel	166 Rooms	7.27	1,207	0.58	96 (57/39)	0.62	103 (62/41)
<u>Existing Use:</u> Truck Sales	15,800 S.F.	17.85	282	1.46	23 (18/5)	0.95	15 (6/9)
Net Trip Difference:			+925		+73 (39/34)		+88 (56/32)

The data presented in Table 4 show that the proposed hotel would generate a total of 1,207 average daily trips, 96 A.M. peak hour trips and 103 P.M. peak hour trips. The existing truck sales and service operation generates 282 average daily trips, 23 A.M. peak hour trips, and 15 P.M. peak hour trips. The net difference in trips is 925 average daily trips, 73 A.M. peak hour trips and 88 P.M. peak hour trips. The traffic analysis prepared for the project assumes no trip credit for the trips generated by the land use that currently occupies the project site.

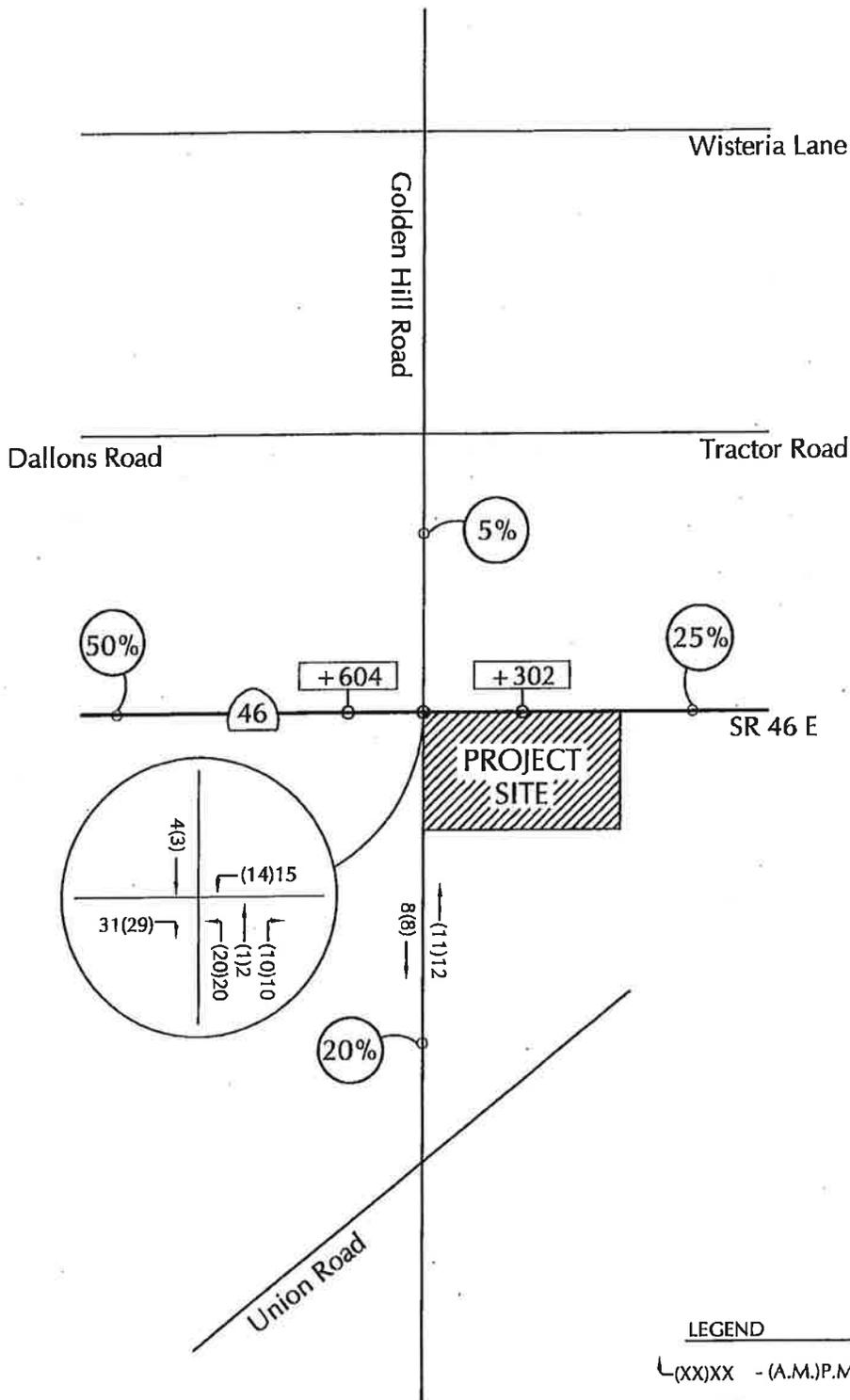
<sup>2</sup> Trip Generation, Institute of Transportation Engineers, 9<sup>th</sup> Edition, 2013.

### Trip Distribution and Assignment

The average daily, A.M. and P.M. peak hour trips for the hotel were distributed onto the adjacent study-area roadway system. These percentages were developed based on the existing traffic volumes collected in the study-area, knowledge of the traffic and land use pattern present in the Paso Robles area, and the characteristics of the proposed development. The hotel is a highway serving land use and as such much of the traffic is expected to be regional in nature (using State Route 46E). Employee and service trips will be made in the Paso Robles area. The project trip distribution is present in Table 5. Trip distribution and assignment for the hotel generated traffic is illustrated on Figure 5.

**Table 5**  
**Project Trip Distribution**

<b>Route</b>	<b>Origin/Destination</b>	<b>Percent</b>
State Route 46E West of Golden Hill Road	West	50%
State Route 46E East of Golden Hill Road	East	25%
Golden Hill Road North of State Route 46E	North	5%
Golden Hill Road South of State Route 46E	South	20%
	<b>Total:</b>	<b>100%</b>



LEGEND

- ↳ (XX)XX - (A.M.)P.M. Peak Hour Volume
- ▭ X - Average Daily Traffic Volume
- ⊙ % - Distribution Percentage



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PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

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## PROJECT-SPECIFIC IMPACTS

### Roadway Operation

The existing + project roadway volumes and capacity utilization are presented in Table 6. The existing + project traffic volumes are illustrated on Figure 6.

**Table 6**  
**Existing + Project Roadway Operation**

Roadway Segment	Geometry	ADT	LOS E Capacity	Capacity Utilization
State Route 46E between U.S. Highway 101 and Union Road	4-Lane	21,504	44,880	48%

With the addition of project-generated traffic, State Route 46E would operate at 48 percent of capacity as shown in Table 6. The City's Circulation Element states that 48 percent capacity utilization indicates stable operation conditions for motorist. The segment of State Route 46E in the study-area has sufficient reserve capacity to accommodate project traffic.

### Intersection Operation

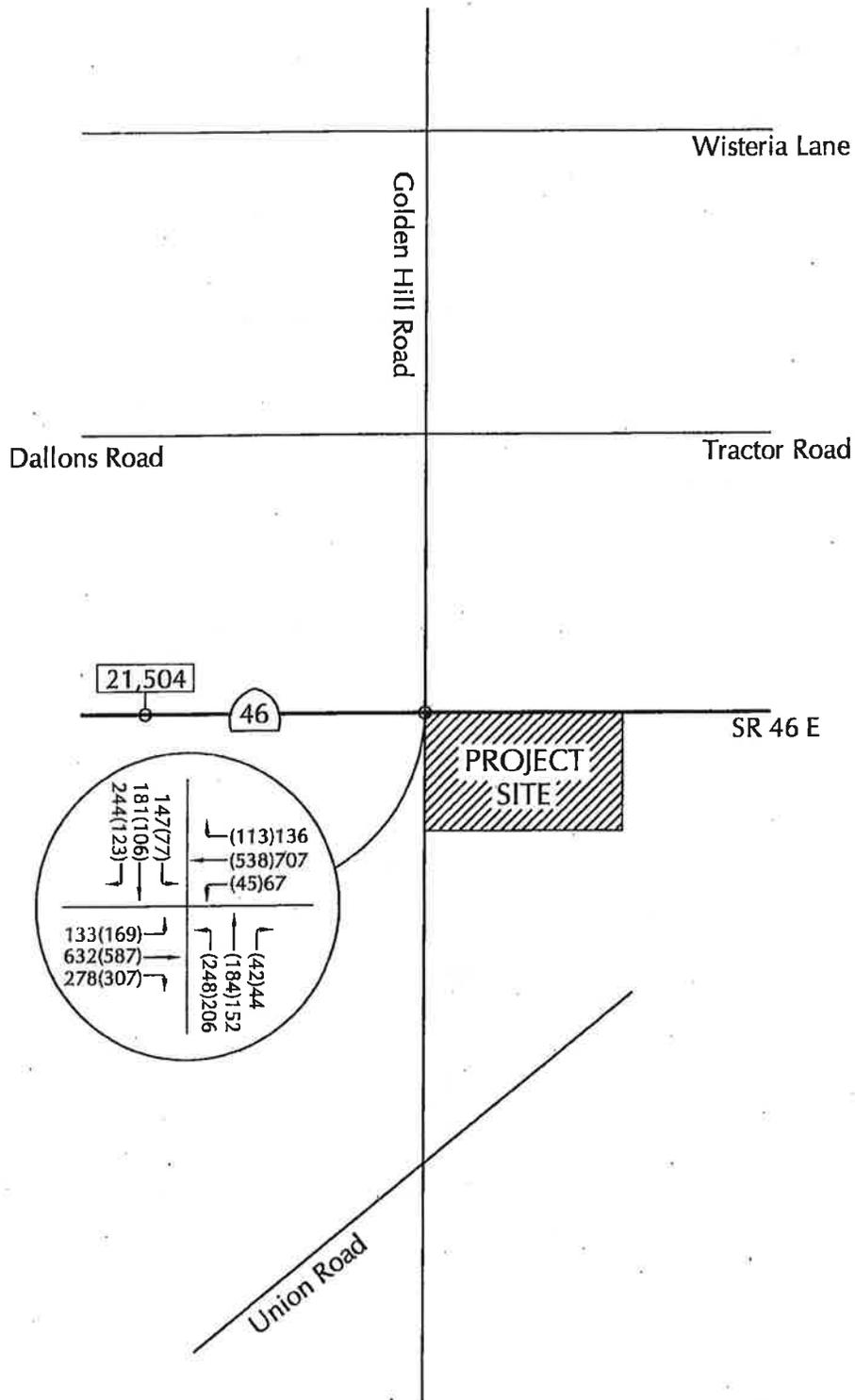
Intersection operation of the existing and existing + project conditions during the A.M. and P.M. peak hour periods are shown in Table 7. The level of service calculation worksheets are contained in the Technical Appendix.

**Table 7**  
**Existing + Project Intersection Levels of Service**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Existing	Existing + Project	Existing	Existing + Project
State Route 46E/Golden Hill Road	27.9 sec./LOS C	27.9 sec./LOS C	27.8 sec./LOS C	27.8 sec./LOS C

LOS based on average delay per vehicle in seconds.

The project's addition to peak hour traffic would have only a minor affect on the study-area intersection, as illustrated in Table 7. The study-area intersection would continue to operate in the LOS "C" range with the addition of traffic from the project. The intersection analyses show that the existing street system works well and has reserve capacity available.



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

└ X └ - Average Daily Traffic Volume



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EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

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ATE utilized the Synchro software to evaluate the operation and queues at of the State Route 46E/Golden Hill Road intersection. Traffic generated by the Hilton Garden Inn was added to the existing P.M. peak hour traffic volumes. Table 8 shows the 95<sup>th</sup> percentile queue lengths for the left-turn movements at the intersection with the existing + project P.M. peak hour volumes. The 95<sup>th</sup> percentile queue length is the queue that is exceeded 5% of the time during the peak hour. For example, the State Route 46E/Golden Hill Road intersection runs at a 90-second cycle length, or 40 cycles per hour. The 95<sup>th</sup> percentile queue length would occur 2 times during the peak hour (40 cycles x 5% = 1.5 cycles) at this location.

**Table 8**  
**Left-turn Storage Requirements at the State Route 46E/Golden Hill Road Intersection**  
**Existing + Project P.M. Peak Hour Traffic Volumes**

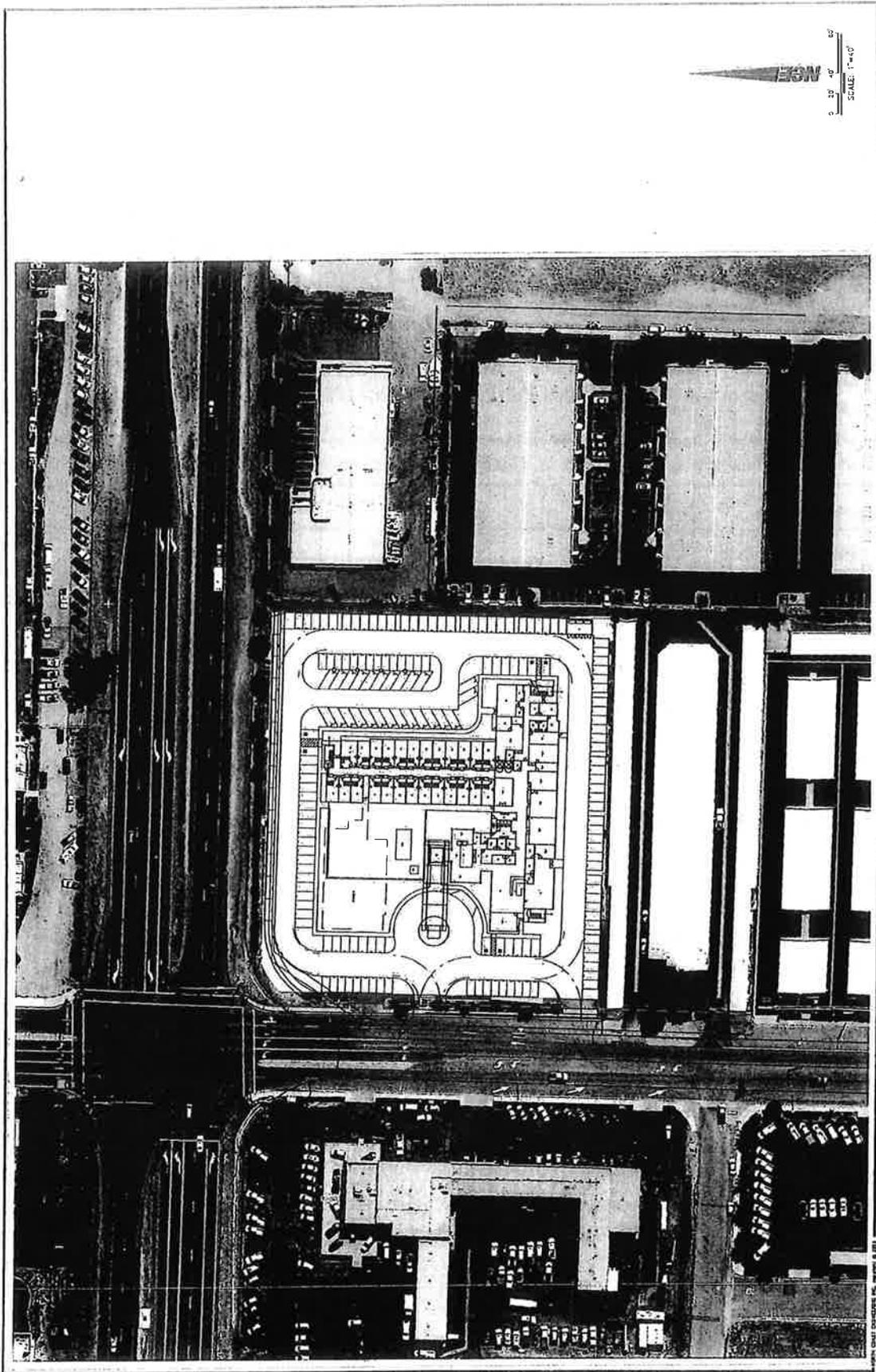
Movement	Number of Turn Lanes	Existing Storage Length	95% Queue Length
Northbound Left-Turn	2-lanes	155 feet per lane	96 feet
Southbound Left-Turn	2-lanes	135 feet per lane	74 feet
Eastbound Left-Turn	2-lanes	545 feet per lane	68 feet
Westbound Left-Turn	2-lanes	465 feet per lane	41 feet

Table 8 shows that the 95<sup>th</sup> percentile queue lengths will not exceed the left-turn storage length with existing + project P.M. peak hour volumes.

### PROJECT SITE ACCESS AND CIRCULATION

Access to the site will be provided by two driveways on Golden Hill Road as illustrated on Figure 7. The northern driveway will be at the south end of the raised median on Golden Hill Road. This location will cause hotel guest to stop in the southbound through lane to make a left-turn into the northern driveway. Due to the traffic volumes southbound on Golden Hill Road waiting in the through lane to turn has a significant effect on the Golden Hill Road traffic. To eliminate this condition, the median should be extended approximately 50 feet. This will result in the northern driveway being a right-turn in/right-turn out only location. Hotel guest will then enter the site via the southern driveway.

The frontage on the adjacent property to the south has not been improved resulting in one northbound lane with little or no shoulder. This condition will require hotel traffic to slow and would affect northbound traffic on Golden Hill Road. To eliminate the condition the frontage on the adjacent parcel shall be improved prior to occupancy of the hotel.



7/23/2014

7

FIGURE

PROJECT SITE ACCESS

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## SHORT-TERM CUMULATIVE ANALYSIS

The following analysis discusses short-term cumulative (5-10 year period) conditions using information and data contained in traffic studies and environmental documents completed for other development projects in this area of Paso Robles.

### Short-Term Cumulative Projects

The short-term cumulative traffic projections for the area are based on the trip generation resulting from the development of 3 approved/pending projects that will have an impact on the study-area roadways and intersection. Short-term cumulative traffic volumes were forecast for the study-area intersection assuming development of the 3 approved/pending projects. Table 9 summarizes the trip generation for the approved/pending development projects.

**Table 9**  
**Cumulative Projects Trip Generation**

Project	Land Use	Size	ADT	A.M. Peak (In/Out)	P.M. Peak (In/Out)
Golden Hills	Light Industrial	365,500 sq.ft.	2,548	336 (296/40)	354 (42/312)
Tract 2554	Light Industrial	10.8 acres	559	81 (67/14)	78 (17/61)
Mullahey Car Dealership	Auto Dealership	30,000 sq.ft.	969	58 (44/14)	79 (32/47)
			4,076	475 (407/68)	511 (91/420)

The data presented in Table 9 indicates that the approved/pending projects would generate a total of 4,076 average daily trips, 475 A.M. peak hour trips and 511 P.M. peak hour trips. The approved/pending projects' peak hour traffic volumes were distributed and assigned to the study-area intersection.

### Short-Term Cumulative Roadway Operation

The short-term cumulative roadway volumes and capacity utilization are presented in Table 10. The short-term cumulative traffic volumes are illustrated on Figure 8.

**Table 10**  
**Short-Term Cumulative Roadway Operation**

Roadway Segment	Geometry	ADT	LOS E Capacity	Capacity Utilization
State Route 46E between U.S. Highway 101 and Union Road	4-Lane	22,700	44,880	50%

State Route 46E would operate at 50 percent of capacity as shown in Table 9. According to the City's Circulation Element, 50 percent capacity utilization indicates stable operation conditions for motorist and limited delays throughout most of the day. The highway has sufficient reserve capacity.

### Short-Term Cumulative Intersection Operation

The short-term cumulative levels of service for the study-area intersection are shown in Table 11. The level of service calculation worksheets are contained in the Technical Appendix.

**Table 11**  
**Short-Term Cumulative Intersection Levels of Service**

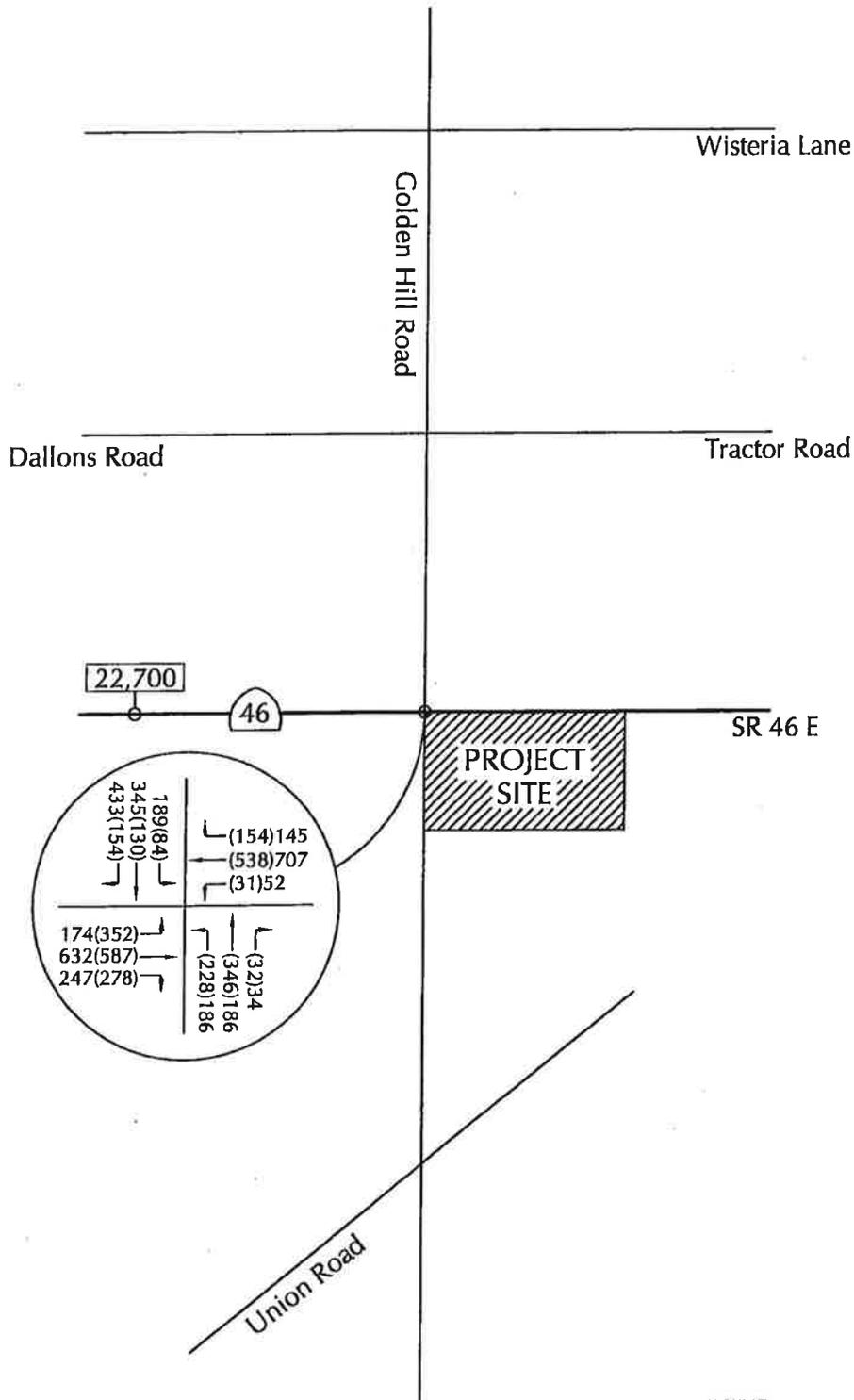
Intersection	A.M. Peak Hour	P.M. Peak Hour
State Route 46E/Golden Hill Road	27.8 sec./LOS C	32.0 sec./LOS C

LOS based on average delay per vehicle in seconds.

The State Route 46E/Golden Hill Road intersection is forecast to operate in the LOS "C" range with short-term cumulative traffic volumes during the A.M. and P.M. peak hour periods. The intersection analyses show that the existing street system works well and has reserve capacity available.

### Short-Term Cumulative + Project Roadway Operation

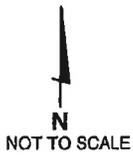
The short-term + project roadway volumes and capacity utilization are presented in Table 12. The short-term cumulative + project traffic volumes are illustrated on Figure 9.



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

☐ X ☐ - Average Daily Traffic Volume

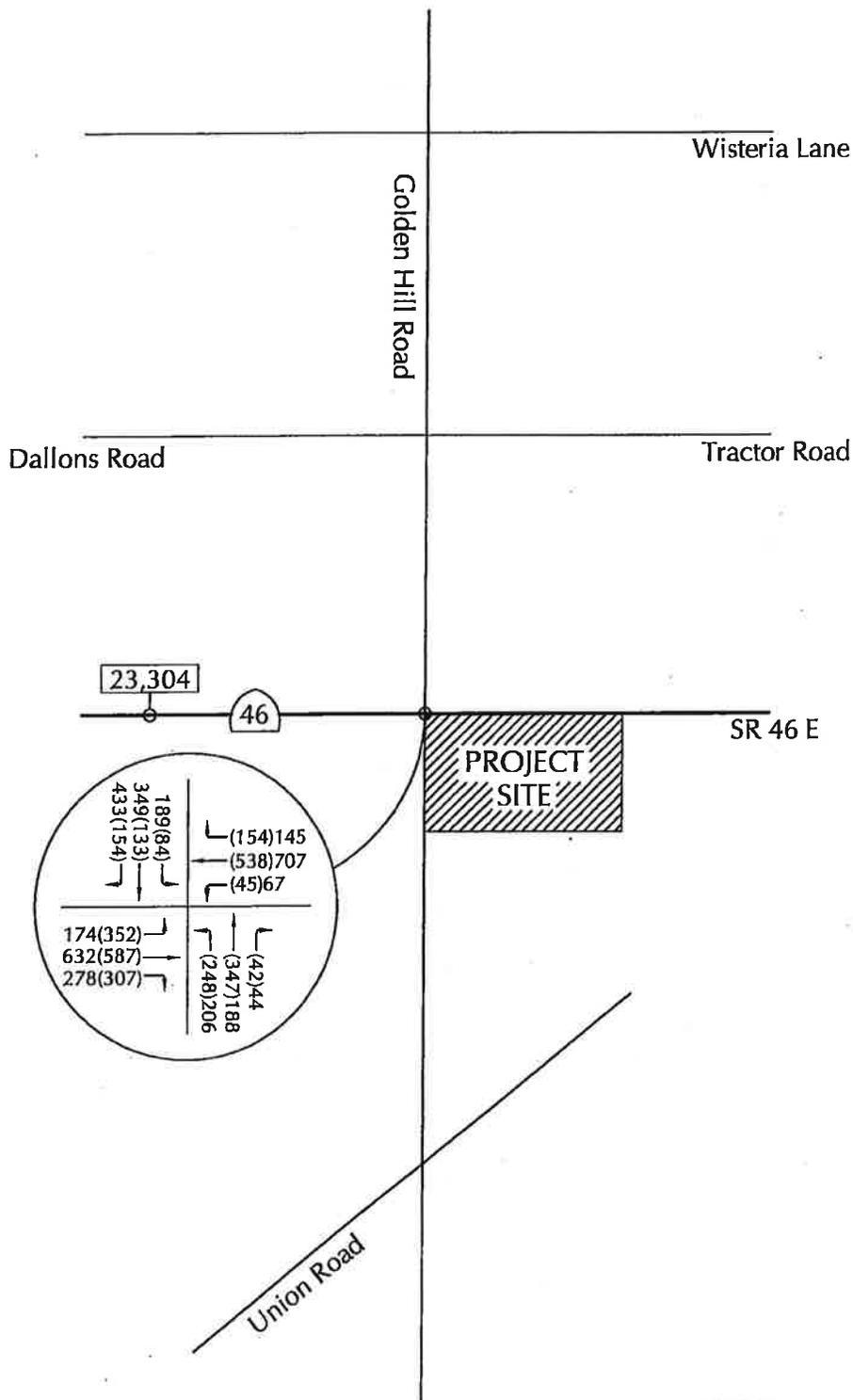


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CUMULATIVE TRAFFIC VOLUMES

FIGURE 8

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LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

☐ X ☐ - Average Daily Traffic Volume



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CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 9

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**Table 12  
Short-Term Cumulative + Project Roadway Operation**

Roadway Segment	Geometry	ADT	LOS E Capacity	Capacity Utilization
State Route 46E between U.S. Highway 101 and Union Road	4-Lane	23,304	44,880	52%

With the addition of project-generated traffic, State Route 4E would operate at 52 percent of capacity as shown in Table 12. As stated in the City's Circulation Element, 52 percent capacity utilization indicates stable operation conditions for motorist and limited delays throughout most of the day. The highway has sufficient reserve capacity to accommodate project traffic.

**Short-Term Cumulative + Project Intersection Operation**

The short-term cumulative + project levels of service for the study-area intersection are shown in Table 13. The level of service calculation worksheets are contained in the Technical Appendix.

**Table 13  
Short-Term Cumulative + Project Intersection Levels of Service**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Cumulative	Cum. + Project	Cumulative	Cum. + Project
State Route 46E/Golden Hill Road	27.8 sec./LOS C	27.7 sec./LOS C	32.0 sec./LOS C	32.0 sec./LOS C

LOS based on average delay per vehicle in seconds.

The State Route 46E/Golden Hill Road intersection is forecast to operate in the LOS "C" range with short-term cumulative and short-term cumulative + project volumes during the A.M. and P.M. peak hour periods as shown in Table 13. The intersection analyses show that the existing street system works well and has reserve capacity available.

Traffic generated by the Hilton Garden Inn was added to the short-term cumulative P.M. peak hour traffic volumes. Table 14 shows the 95<sup>th</sup> percentile queue lengths for the left-turn movements at the intersection with the short-term cumulative + project P.M. peak hour volumes.

**Table 14**  
**Left-Turn Storage Requirement at the State Route 46E/Golden Hill Road Intersection**  
**Short-Term Cumulative + Project P.M. Peak Hour Traffic Volumes**

Movement	Number of Turn Lanes	Existing Storage Length	95% Queue Length
Northbound Left-Turn	2-lanes	155 feet per lane	102 feet
Southbound Left-Turn	2-lanes	135 feet per lane	93 feet
Eastbound Left-Turn	2-lanes	545 feet per lane	89 feet
Westbound Left-Turn	2-lanes	465 feet per lane	43 feet

Table 14 shows that the 95<sup>th</sup> percentile queue lengths will not exceed the left-turn storage length with short-term cumulative + project P.M. peak hour volumes. The left-turn vehicle queues can be accommodated by the existing left-turn storage lengths.

**GENERAL PLAN BUILDOUT**

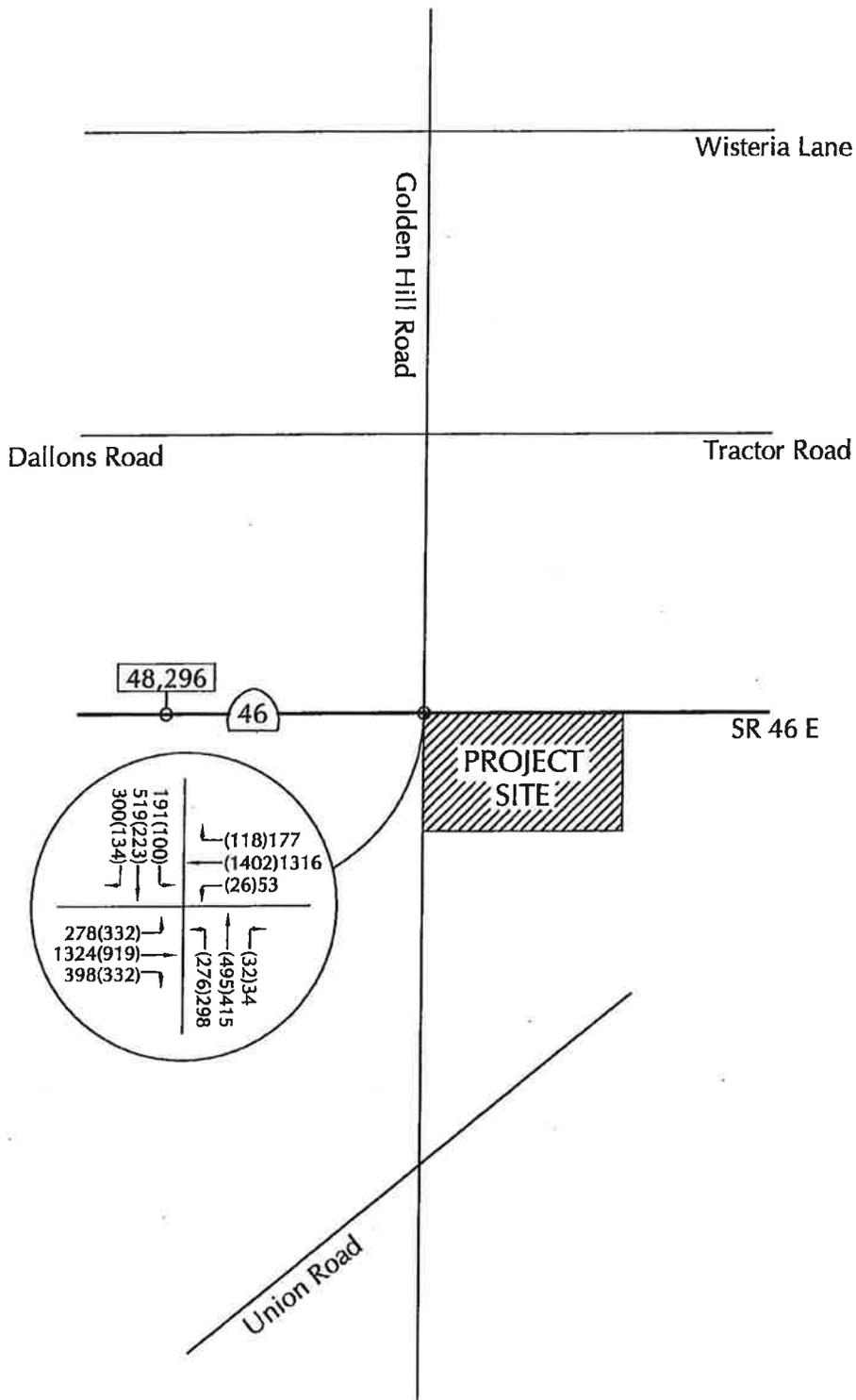
At the request of the City of Paso Robles, ATE evaluated the following General Plan Buildout scenarios. 1.) General Plan Buildout and 2.) General Plan Buildout with two General Plan Buildout Amendments (Justin Winery GPA and River Oaks GPA). The subject property is zoned C-3, the hotel project is consistent with the zoning and will not require a General Plan Amendment. Wood Rogers provided ATE with the General Plan Buildout travel demand modeling/forecasting for the State Route 46E/Golden Hill Road intersection. A Technical Memorandum prepared by Wood Rogers explaining the travel demand forecast is included in the Technical Appendix. No circulation improvements were assumed for the study-area. Caltrans prepared a Comprehensive Corridor Study and the City of Paso Robles prepared a Parallel Route Study to address the capacity issues on State Route 46E.

**General Plan Buildout Roadway Operation**

General Plan Buildout traffic volumes are illustrated on Figure 10. The 4-lane segment of State Route 46E would operate at 108 percent of capacity as shown in Table 15. The City's Circulation Element states that 108 percent capacity utilization indicates forced or breakdown conditions for motorist.

**Table 15**  
**General Plan Buildout Roadway Operation**

Roadway Segment	Geometry	ADT	LOS E Capacity	Capacity Utilization
State Route 46E between U.S. Highway 101 and Union Road	4-Lane	48,296	44,880	108%



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

▭ X - Average Daily Traffic Volume

N  
NOT TO SCALE



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GENERAL PLAN BUILDOUT TRAFFIC VOLUMES

FIGURE 10

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## General Plan Buildout Intersection Operation

Table 16 shows the General Plan Buildout levels of service for the study-area intersection. The level of service calculation worksheets are contained in the Technical Appendix.

**Table 16**  
**General Plan Buildout Intersection Levels of Service**

Intersection	A.M. Peak Hour	P.M. Peak Hour
State Route 46E/Golden Hill Rd.	48.5 sec./LOS D	> 80.0 sec./LOS F

LOS based on average delay per vehicle in seconds.

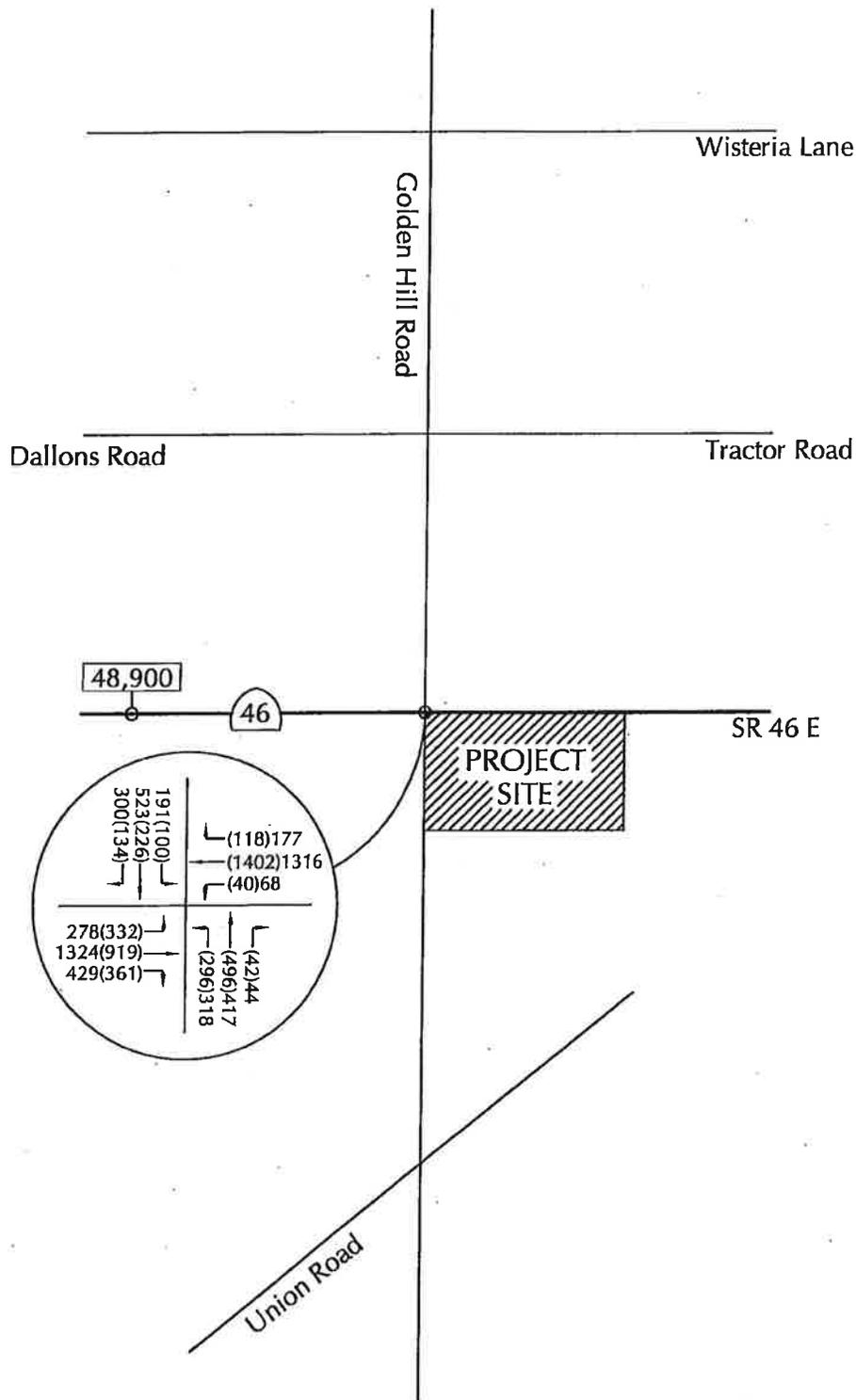
The State Route 46E/Golden Hill Road intersection is forecast to operate in the LOS "D" - "F" range with General Plan Buildout volumes during the A.M. and P.M. peak hour periods.

## General Plan Buildout + Project Roadway Operation

General Plan Buildout + project traffic volumes are illustrated on Figure 11. With the addition of project-generated traffic, State Route 46E would operate at 109 percent of capacity as shown in Table 17. The City's Circulation Element states that 109 percent capacity utilization indicates forced or breakdown conditions for motorist.

**Table 17**  
**General Plan Buildout + Project Roadway Operation**

Roadway Segment	Geometry	ADT	LOS E Capacity	Capacity Utilization
State Route 46E between U.S. Highway 101 and Union Road	4-Lane	48,900	44,880	109%



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

▭ X - Average Daily Traffic Volume

N  
NOT TO SCALE



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GENERAL PLAN BUILDOUT + PROJECT TRAFFIC VOLUMES

FIGURE 11

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### General Plan Buildout + Project Intersection Operation

Table 18 shows the General Plan Buildout + project levels of service for the study-area intersection. The level of service calculation worksheets are contained in the Technical Appendix.

**Table 18  
General Plan Buildout + Project Intersection Levels of Service**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	G.P. Buildout	G.P. Buildout + Project	G.P. Buildout	G.P. Buildout + Project
State Route 46E/Golden Hill Rd.	48.5 sec./LOS D	49.8 sec./LOS D	> 80.0 sec./LOS F	> 80.0 sec./LOS F

LOS based on average delay per vehicle in seconds.

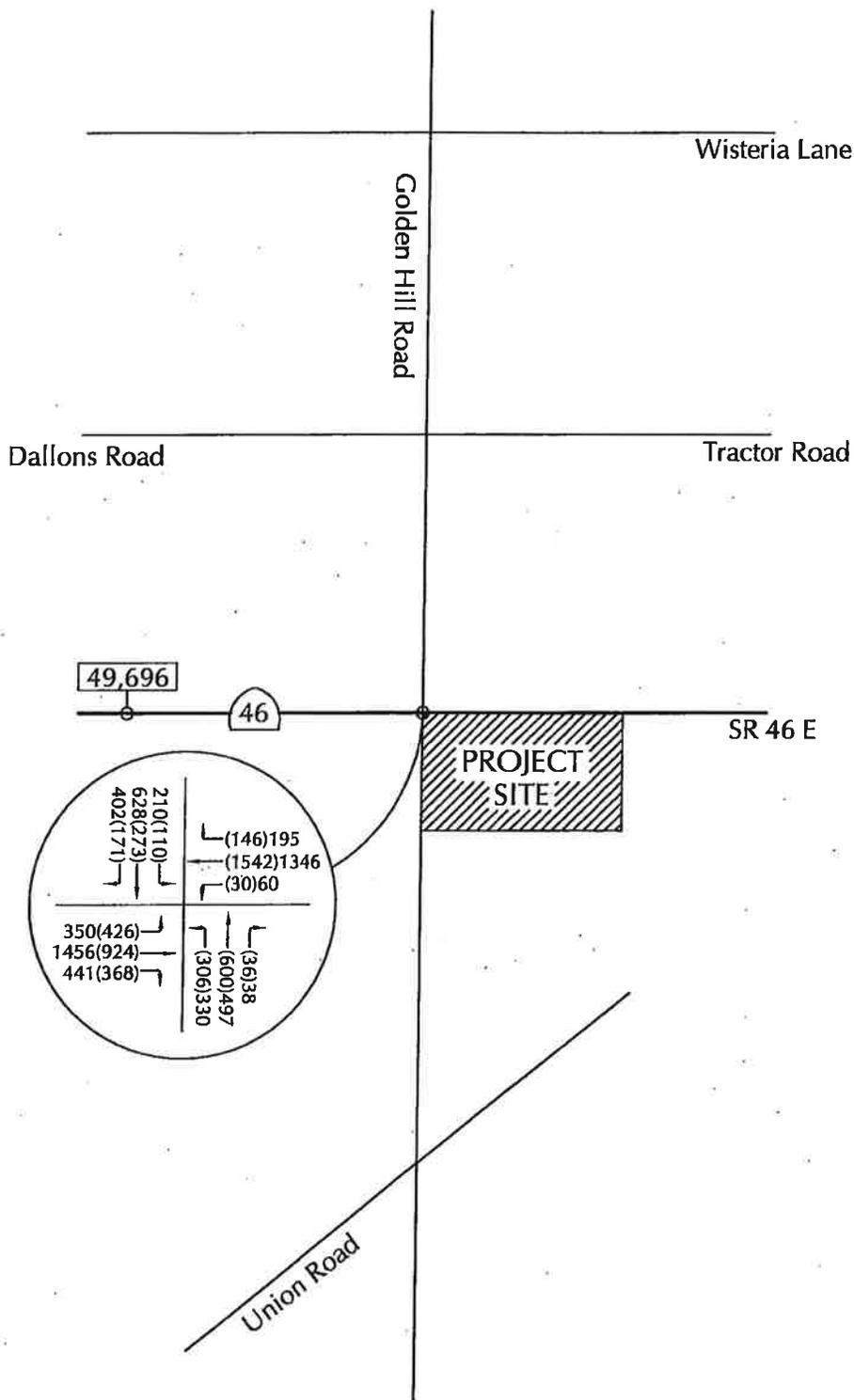
The State Route 46E/Golden Hill Road intersection would continue to operate in the LOS "D" - "F" range with the addition of project-generated traffic. The project will add 76 A.M. peak hour trips and 81 P.M. peak hour trips to the intersection. The project will be required to pay traffic mitigation fees to the City to offset its impact to the intersection.

### General Plan Buildout with General Plan Amendments Roadway Operation

General Plan Buildout with General Plan Amendments traffic volumes are illustrated on Figure 12. The 4-lane segment of State Route 46E would operate at 111 percent of capacity as shown in Table 19. Per the City's Circulation Element, 111 percent capacity utilization indicates forced or breakdown conditions for motorist.

**Table 19  
General Plan Buildout with GPA's Roadway Operation**

Roadway Segment	Geometry	ADT	LOS E Capacity	Capacity Utilization
State Route 46E between U.S. Highway 101 and Union Road	4-Lane	49,696	44,880	111%



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

└ X └ - Average Daily Traffic Volume

N  
NOT TO SCALE



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GENERAL PLAN BUILDOUT TRAFFIC VOLUMES  
(WITH GPA AMENDMENTS)

FIGURE 12

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### General Plan Buildout with General Plan Amendments Intersection Operation

Table 20 shows the General Plan Buildout with General Plan Amendment levels of service for the study-area intersection. The level of service calculation worksheets are contained in the Technical Appendix.

**Table 20  
General Plan Buildout with GPA's Intersection Levels of Service**

Intersection	A.M. Peak Hour	P.M. Peak Hour
State Route 46E/Golden Hill Rd.	> 80.0 sec./LOS F	> 80.0 sec./LOS F

LOS based on average delay per vehicle in seconds.

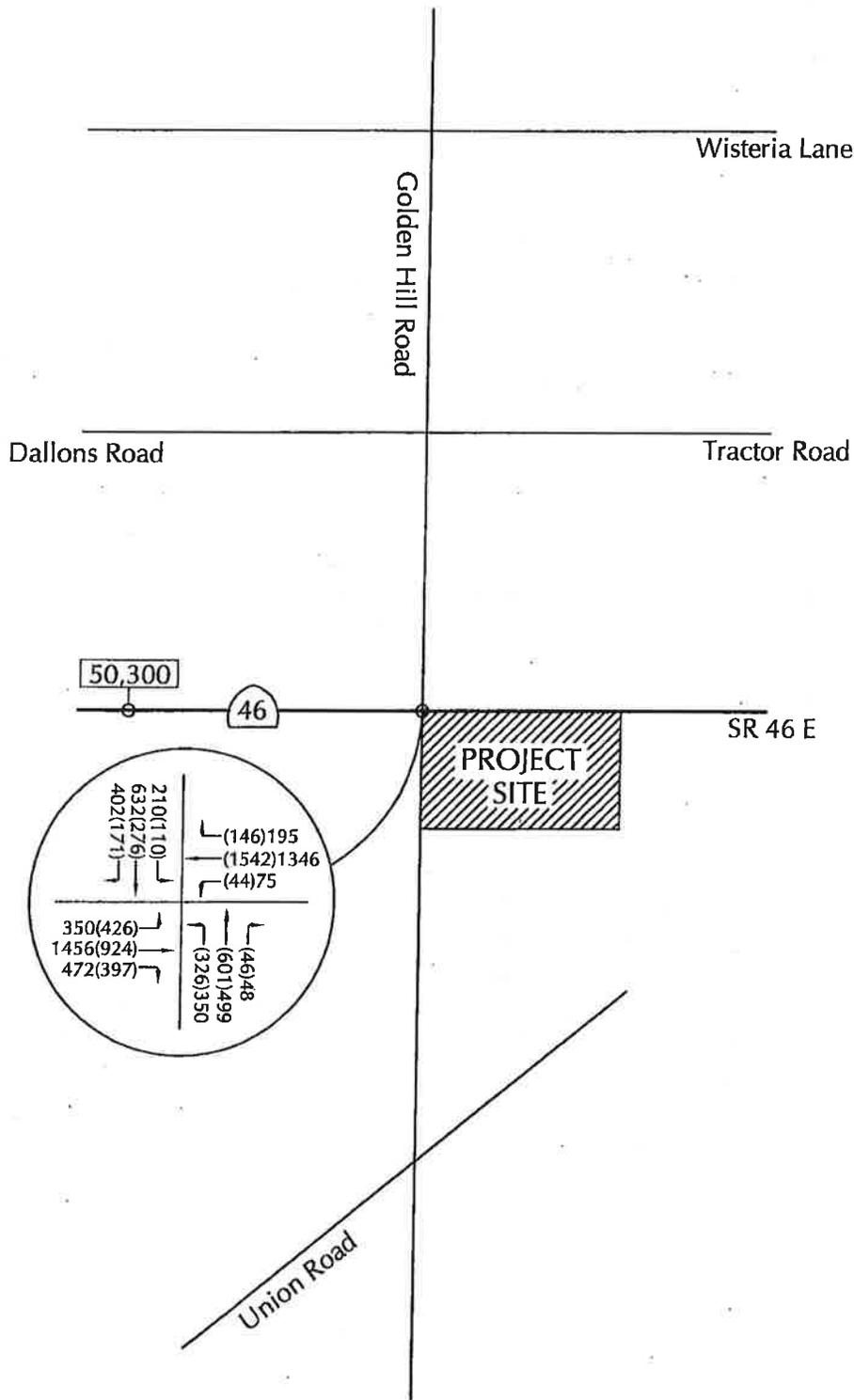
The State Route 46E/Golden Hill Road intersection is forecast to operate in the LOS "F" range with General Plan Buildout with GPA's volumes during the A.M. and P.M. peak hour periods.

### General Plan Buildout with General Plan Amendments + Project Roadway Operation

General Plan Buildout with General Plan Amendments + project traffic volumes are illustrated on Figure 13. With the addition of project-generated traffic, State Route 46E would operate at 112 percent of capacity as shown in Table 21. The City's Circulation Element states that 112 percent capacity utilization indicates forced or breakdown conditions for motorist.

**Table 21  
General Plan Buildout with GPA's+ Project Roadway Operation**

Roadway Segment	Geometry	ADT	LOS E Capacity	Capacity Utilization
State Route 46E between U.S. Highway 101 and Union Road	4-Lane	50,300	44,880	112%



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

☐ X - Average Daily Traffic Volume



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GENERAL PLAN BUILDOUT + PROJECT TRAFFIC VOLUMES  
(WITH GPA AMENDMENTS)

FIGURE 13

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## General Plan Buildout with General Plan Amedments + Project Intersection Operation

Table 22 shows the General Plan Buildout with General Plan Amendment + project levels of service for the study-area intersection. The level of service calculation worksheets are contained in the Technical Appendix.

**Table 22**  
**General Plan Buildout with GPA's + Project Intersection Levels of Service**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	G.P. Buildout	G.P. Buildout + Project	G.P. Buildout	G.P. Buildout + Project
State Route 46E/Golden Hill Rd.	> 80.0 sec./LOS F	> 80.0 sec./LOS F	> 80.0 sec./LOS F	> 80.0 sec./LOS F

LOS based on average delay per vehicle in seconds.

The State Route 46E/Golden Hill Road intersection would continue to operate in the LOS "F" range with General Plan Buildout + project volumes during the A.M. and P.M. peak hour periods. The project will add 76 A.M. peak hour trips and 81 P.M. peak hour trips to the intersection. The project will be required to pay traffic mitigation fees to the City to offset its impact to the intersection.

### MITIGATION MEASURES

The segment of State Route 46E between U.S. Highway 101 and Union Road is forecast to operate above 100 percent of capacity at General Plan Buildout. The 2008 Comprehensive Corridor Study (CCS) prepared by Caltrans established that widening of State Route 46E to accommodate General Plan Buildout traffic would be ineffective without capacity and operational enhancements to U.S. Highway 101 and the U.S. Highway 101/State Route 46E interchange. The CCS also recognizes that capacity improvements to State Route 46E such as adding more lanes are in conflict with the City's small town character, convenience for non-auto modes of transportation, safety and cost/benefit goals. To mitigate impacts to State Route 46E the CCS endorsed the development of a parallel route system of local roads north and south of State Route 46E between Jardine Road and River Road that would reduce the demand for travel on the highway.

Routes have been identified by the City of Paso Robles in the 2008 State Route 46E Parallel Route Study. The alignment of the route(s) will be studied by the City, and constructed with development of the land uses north and south of State Route 46E. The Parallel Route Study developed the following recommendations.

- A connection between Airport Road and Golden Hill Road via Wisteria Road corridor, including a bridge over Huerhuero Creek.
- A connection between the northern terminus of Golden Hill Road and the western terminus of Dry Creek Road, including a bridge over Huerhuero Creek.
- Improvements to the intersection of State Route 46E and Union Road. The City shall monitor and plan for a grade separated interchange and interim improvements as needed. The improvement of this intersection will require that the north leg be extended to connect to Airport Road so that access to uses in the Airport area would be provided via the new intersection at State Route 46E/Union Road. At this time there is no conceptual design, funding or construction schedule for an interchange at the location.
- Improvement to facilities serving non-auto modes of travel will also reduce the auto demand along this corridor.

When projects are applied for in the General Plan Amendment area, project-specific traffic reports will be prepared. These reports will identify the projects percent traffic contribution to the parallel route roadway and intersection improvements. The project will add 76 A.M. peak hour trips and 81 P.M. peak hour trips to the intersection. The project will be required to pay traffic mitigation fees to the City to offset its impact to the intersection.

■ ■ ■

## STUDY PARTICIPANTS AND REFERENCES

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John Falkenstein, City of Paso Robles  
Susan DeCarli, City of Paso Robles  
Darren Nash, City of Paso Robles

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# **HILTON GARDEN INN STORMWATER CONTROL PLAN**

**For**

**Brian Dirk  
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Newport Beach, CA 92660**

**Prepared by:  
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725 Creston Road, Suite B  
Paso Robles, CA 93446**

**September 2014**

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## I. Introduction

Project Name: Hilton Garden Inn

Application Number: \_\_\_\_\_

Name of Applicant: Brian Dirk, Manager, Route 19, LLC

### A. The Property

Location: The Hilton Garden Inn project site is located on the southeast corner of the Golden Hill Road and Highway 46 intersection at the existing location of the Paso Robles Truck Center. The site includes APNs 025-403-003 and 025-403-011 totaling 3.43 acres of land (3.2 acres excluding the right-of-way along the west side). (See Appendix A for Vicinity Map and Location Exhibit)

Address: 2348 Golden Hill Road, Paso Robles, CA 93446

Assessor's Parcel Numbers: 025-403-003 / 025-403-011

Existing property description: An existing 32,000 square foot building, currently the location of the Paso Robles Truck Center, is located at the northern portion of the site. In addition to the building, the site is completely impervious, covered by either concrete or asphalt pavement. Most of the existing vegetation is within the right-of-way along the west and north sides of the site. There are some existing trees and bushes on-site along an existing drainage swale at the east side of the property. There are no critical areas or wildlife habitat on the site. Located on Highway 46 with easy access via Golden Hill Road, the property is ideally located for its proposed hotel use.

## B. The Project

**Project Type:** Hotel project for Route 19, LLC

**Project Description:** The project will be built in 2-phases. The first phase consists of a 3-story, 122 guest room hotel, including parking lot, pool, spa and other amenities. The second phase includes a 39 guest room addition. The building design and elevations have been coordinated with City of Paso Robles planning and engineering staff to comply with the City requirements. Our design utilizes a variety of architectural tools to minimize the mass of the building and utilizes colors and materials that have historically been used in the region.

On the west side of the hotel site, a covered porte-cochere entrance will provide an automobile entrance to the hotel and a strong architectural statement as viewed from Golden Hill Road. Parking will surround the hotel with the majority located behind the hotel on the east side. The first phase of the project is expected to start construction during the fall of 2014 and open in Spring of 2016. Phase 2 of the project is anticipated to be built within 5 years of the first phase but could be built earlier based upon market demand and economic conditions.

### **Impervious Area Breakdown<sup>1</sup>**

Total Site Area<sup>2</sup>: 141,200 sf = 3.2 acres

Proposed Impervious Area: 110,200 sf = 2.5 acres

---

Existing Impervious Area to be removed/replaced: 126,800 sf = 2.9 acres

Impervious Area Reduction (50% of Existing): 63,400 sf = 1.5 acres

---

Tributary Area<sup>3</sup> = Total Site Area - Reduction: 77,800 sf = 1.8 acres

(Note 1: For more information see Table 1: Summary of Areas)

(Note 2: Right-of-way not included)

(Note 3: Used for retention volume calculations)

### C. The Purpose

The purpose of this Stormwater Control Plan is to outline the site planning, LID concepts, best management practices (BMP's) and Stormwater Control Measures (SCMs) that will be employed in the design and development of the project. This report will demonstrate how the requirements will be met for the Post-Construction Stormwater Management Requirements in the Central Coast Region Resolution No. R3-2013-0032 prepared by the California Regional Water Quality Control Board Central Coast Region. These requirements went into effect on March 6, 2014. The requirements, methodology of analysis and results will be outlined in the remainder of this report.

Please note, this report will **not** describe or include the traditional City of Paso Robles Public Works stormwater drainage flooding requirements which are listed in the Engineering Division Standard Details and Specifications. In its existing state, the project site is mostly paved. Storm water runoff flows via sheet flow from the south to the north property line and to the existing concrete lined channel located within the Highway 46 East right of way. While the proposed project will maintain the drainage pattern of the site, the impervious surface area will be reduced and low impact development features will be incorporated into site design. As a result, any storm flooding analysis would reflect a decrease in run-off from the property, more than satisfying any flooding mitigation requirements. The existing run-on that enters the site along the easterly property line will be allowed to bypass the site via a proposed, rectangular concrete channel.

The proposed Phase 2 'build-out' will include the hotel expansion along with an underground storage/infiltration component (Contech ChamberMAXX or similar). It will be located just north of the Phase 2 footprint, so any underground plumbing would not have to be re-routed. In the interim, a surface stormwater hybrid retention/detention landscaped pond will be designed for Phase 1 only, within the Phase 2 footprint. The SCMs shown on the exhibits in Appendix F will be sized for both scenarios.

## II. Methodology

### A. Post-Construction Stormwater Management Requirements

The total new and/or replaced impervious surface area is **110,200 sf**. (See section III. Results, Table 1: Summary of Areas and Table 2: Drainage Management Area breakdown)

The table below summarizes the Post-Construction Stormwater Management Requirement thresholds and if they apply to the project.

<b>Performance Requirement</b>	<b>Impervious Threshold</b>	<b>Applies:</b>
No. 1 Site Design and Runoff Reduction	> 2,500 sf	Yes
No. 2 Water Quality Treatment	> 5,000 sf	Yes
No. 3 Runoff Retention	> 15,000 sf	Yes
No. 4 Peak Management	> 22,500 sf	Yes

The project is located within Watershed Management Zone 1 (WMZ 1).  
(See Appendix B)

Although the project is located within the Paso Robles groundwater basin in the Estrella subarea (See Appendix C), there are **no adjusted requirements** based on the local jurisdiction's approval, an allowance of a Special Circumstance, or Urban Sustainability Area designation. There is a Paso Robles Groundwater Basin Management Plan (dated March 2011), however, a description of technical infeasibility will not be needed since there will be no additional associated projects that will be providing off-site mitigation. All of the mitigation is handled on-site.

The performance requirement criteria and how they are satisfied are contained in the following sections.

1. Performance Requirement No. 1  
Site Design and Runoff Reduction

Since the project's impervious area of 110,200 sf exceeds the threshold of 2,500 sf, the following components satisfy this requirement.

Site assessment summary:

The following site assessment measures were used to identify opportunities and constraints to implement LID Stormwater Control Measures. The site plan was developed and designed taking the following into account (See Appendix D: Conceptual Plans for reference):

- Site topography
- Hydrologic features including existing swales and watercourses
- Soil types and hydrologic soil groups
- Vegetative cover/trees
- Run-on characteristics (source and estimated runoff from offsite which discharge to the project area)
- Existing drainage infrastructure for the site and nearby areas including the location of municipal storm drains
- Utilities
- Easements
- Zoning/Land Use
- Setbacks
- Other pertinent overlay(s)

Site design measures used:

- Construct drive aisles, sidewalks, and parking stalls to the minimum widths and depths necessary, provided that public safety or mobility uses are not compromised
- Conform the site layout along natural landforms
- Avoid excessive grading and disturbance of vegetation and soils

Runoff Reduction Measures:

- Disconnected roof drains
- Minimize stormwater runoff by directing runoff from the building, parking areas and circulation improvements onto vegetated areas safely away from building foundations and footings, consistent with California building code

***Drainage Management Areas (DMAs)***

Drainage Management Areas (DMAs) were delineated to support a decentralized approach to stormwater management and Points of Interest (POIs) were identified at critical discharge points or important stormwater drainage locations. (See Appendix E for the Watershed Exhibit / Drainage Management Areas (DMAs) showing the DMAs and Table 2: DMA Breakdown)

2. Performance Requirement No. 2  
Water Quality Treatment

Since the project's impervious area of 110,200 sf exceeds the threshold of 5,000 sf, Low Impact Development (LID) Treatment Systems have been incorporated to satisfy this requirement.

The stormwater runoff is treated using onsite measures to reduce pollutant loads and concentrations using physical, biological and chemical removal using Low Impact Development (LID) Treatment Systems – implementing harvesting and use, infiltration and evapotranspiration Stormwater Control Measures that collectively achieve the following hydraulic sizing criteria:

- Hydraulic sizing criteria: LID systems shall be designed to retain stormwater runoff equal to the volume of runoff generated by the 85<sup>th</sup> percentile 24-hour storm event, based on local rainfall data.
- 85<sup>th</sup> Percentile 24-hour Rainfall Depth = **0.8 inches**
  - *Note: Rainfall statistics provided by City of Paso Robles Public Works Engineering Division Standard Details and Specifications*

Performance Requirement No. 2 is satisfied because a greater rainfall depth associated with Performance Requirement No. 3 Runoff Retention also needs to be met. (See the next section).

3. Performance Requirement No. 3  
Runoff Retention

Since the project's impervious area of 110,200 sf exceeds the threshold of 15,000 sf, LID systems have been incorporated to satisfy this requirement.

- For Watershed Management Zone 1, hydraulic sizing criteria: LID systems shall be designed to retain stormwater runoff equal to the volume of runoff generated by the 95<sup>th</sup> percentile 24-hour storm event, based on local rainfall data. Prevent offsite discharge from events up to the 95<sup>th</sup> percentile 24-hour rainfall event. Compliance must be achieved by infiltration.
- 95<sup>th</sup> Percentile 24-hour Rainfall Depth = **1.45 inches**
  - *Note: Rainfall statistics provided by City of Paso Robles Public Works Engineering Division Standard Details and Specifications*

Hybrid LID bioretention / detention basins along with bioswales will be sized and installed to capture and retain the required volume. (See the Methodology section for bioretention/detention basins, bioswales and other SCM sizing which will satisfy this requirement)

4. Performance Requirement No. 4  
Peak Management

Since the project's impervious area of 110,200 sf exceeds the threshold of 22,500 sf, either subgrade infiltration systems, hybrid bioretention/detention basins will be designed and implemented to satisfy this requirement.

- The post-development peak flows, discharged from the site, shall not exceed the pre-project peak flows for the 2 - through 10-year storm events.

The Post-construction Stormwater Structural Control Measures (SCMs) that will be used includes landscaped treatment pockets with ponding approximately 4-inches to 6-inches deep along with a hybrid bioretention/detention basin in the interim for Phase 1 which will be replaced with a subgrade infiltration system with the future build-out of the Phase 2 hotel expansion. For the landscaped treatment pockets, retention volumes will be stored below the spillways. Overflow will continue downhill to the next SCM component of the tiered storm drainage system or into the concrete bypass channel. Also, a bioswale along the north and northwest sides adjacent to the paved parking lot will be used to slow down the runoff, increase infiltration and groundwater recharge along with conveying overflow.

The post-development peak flows, discharged from the site, will not exceed the pre-project peak flows for the 2-year through 10-year storm events since the post-developed impervious area is less than the pre-developed impervious area.

The interim hybrid retention/detention basin, landscaped treatment pockets, subsurface infiltration system along with the other SCMs will satisfy all the performance requirements 1, 2, 3 and 4. (See the Methodology section for a description of how these requirements are achieved).

## B. Hydrology

Existing and developed watersheds have been delineated and broken out into drainage management areas (DMAs) using a topographic map of the project site; a field review has been performed to verify the watershed limits in the vicinity of the project and to confirm the off-site run-on watersheds. All historical drainage patterns were maintained to the extent feasible and disturbance within the natural waterways present on the site were reduced to the extent feasible.

Since the impervious threshold > 15,000 sf is exceeded for Performance Requirement No. 3 Runoff Retention, the 95th percentile storm event will be used to determine all Post-construction Stormwater Management retention requirements. As prescribed in Attachment D of the Post-construction Stormwater Management Requirements, Method 1: Simple Method will be used to determine that the SCM Capture Volume will be greater than the Retention Volume for the 95th Percentile 24-hr Rainfall Depth.

A proposed concrete channel along the east side of the property will serve a dual purpose to serve as an overflow for the SCM BMP areas along with allowing the off-site run-on to bypass the property.

See the summary of calculations below. The pertinent formulas used in this report to calculate the storage requirements are presented below in italics.

*Disturbed Tributary Area = (Entire Project Area) – (Undisturbed or Planted Areas) – (Impervious Surface Area that Discharges to Infiltration Areas) – (Impervious Area Reduction)*

- Entire Project Area = 141,200 sf
- Undisturbed or Planted Areas = 0 sf
- Impervious Surface Area that Discharges to Terminal Infiltration Areas = 0 sf  
*[There is no area that fall into this category described in Section B.4.d.iv.2]*
- Impervious Area Reduction = 63,400 sf  
*[50% of replacing the existing impervious area]*

$$\begin{aligned} \text{Tributary Area} &= (\text{Entire Project Area}) - (\text{Undisturbed or Planted Areas}) \\ &= (141,200) - 0 - 0 - (63,400) \end{aligned}$$

So: **Tributary Area = 77,800 square feet = 1.8 acres**

The requirements and formulas are prescribed in Attachment D of the Post-Construction Stormwater Management requirements:

*95<sup>th</sup> Percentile 24-hr Storm Event Rainfall Depth > 85<sup>th</sup> Percentile 24-hr Storm Event Rainfall Depth*  
*1.45 inches > 0.8 inches **1.45 inches will be used***

Compute the Runoff Coefficient "C"

As set forth in WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998), pages 175-178 and based on the translation of rainfall to runoff using a runoff regression equation developed using two years of data from more than 60 urban watersheds nationwide:

$$C = 0.858i^3 - 0.78i^2 + 0.774i + 0.04$$

Where "i" is the fraction of the tributary area that is impervious

$$\begin{aligned}i &= (\text{Impervious Area}) / (\text{Tributary Area}) \\i &= (110,200\text{sf}) / (141,200 \text{ sf}) \\i &= 0.78\end{aligned}$$

So:

$$\begin{aligned}C &= 0.858i^3 - 0.78i^2 + 0.774i + 0.04 \\C &= 0.858 (0.78)^3 - 0.78 (0.78)^2 + 0.774(0.78) + 0.04 \\C &= 0.4072 - 0.4746 + 0.6037 + 0.04 \\C &= 0.58\end{aligned}$$

*Retention Volume for 95<sup>th</sup> Percentile 24-hr Rainfall Depth = (C) x (Rainfall Depth<sub>95<sup>th</sup></sub>) x (Tributary Area)*

*Retention Volume for 95<sup>th</sup> Percentile 24-hr Rainfall Depth = (0.58) x (1.45 in) x (1 ft/12 in) x (77,800 sf)*

***Retention Volume for 95<sup>th</sup> Percentile 24-hr Rainfall Depth = 5,450 cubic feet***

*Retention Volume for 85<sup>th</sup> Percentile 24-hr Rainfall Depth = 3,000 cubic feet*

Confirmed, 5,450 cf > 3,000 cf

So the 95<sup>th</sup> Percentile 24-hr Rainfall Depth governs, Performance Requirement No. 3 controls and Performance Requirement No. 2 is satisfied as long as No. 3 is met.

**Structural Stormwater Control Measure (SCM) Sizing**

As described above, the Method 1: Simple Method will be used to determine that the SCM Capture Volume is greater than the Retention Volume for the 95<sup>th</sup> Percentile 24-hr Rainfall Depth. The available volume of the subgrade infiltration system, hybrid bioretention/detention basins, along with the bioswale and other SCMs, were calculated in a **static state** to demonstrate the SCM Capture Volume.

(See Table 3 for a summary of the Estimated SCM Capture Volume and assumptions)

*SCM Capture Volume* > *Retention Volume for 95<sup>th</sup> Percentile 24-hr Rainfall Depth*

*SCM Capture Volume* > *5,450 cubic feet*  
*(To be determined during final design)*

**So, Performance Requirement No. 2 and Performance Requirement No. 3 are both satisfied.**

### **SCS Methodology**

Regarding Performance Requirement No. 4, the rational method will be employed to determine all peak flow rates and runoff volumes. The rational method will show that the detention requirements for the post-development peak flows, discharged from the site, do not exceed the pre-project peak flows for the 2- through 10-year storm events. Since the post-developed impervious area is less than the pre-developed impervious area, the post-developed run-off will be less. (See Appendix E for the Watershed Exhibit / Drainage Management Areas (DMAs). See Appendix F for the SCM exhibit showing the hybrid bioretention/detention basins and bioswale locations. Please note, all SCMs are preliminary and schematic; they are subject to change during final design.)

### **Infiltration data**

For this SWCP, infiltration testing was not incorporated to be conservative. The retention volumes provided on-site were calculated in a 'static-state'. The soils report and infiltration testing results will be incorporated into the final design of the hybrid bioretention/detention basin, bioswale, landscaped treatment pockets and subsurface system. The average infiltration rates will be used in the HEC HMS model for final design. Also, a reduction factor will be applied.

### **Other Assumptions**

- 4-inches to 6-inches approximate surface ponding depth allowed for landscaped treatment pockets
- 24-inch maximum depth for landscaped hybrid retention/detention pond below spillway
- For the Performance Requirement #3, the Simple Method static retention volume calculations, no infiltration will be applied to any of the SCM areas

In summary, the post-development peak flows, discharged from the site, will not exceed the pre-project peak flows for the 2 - through 10-year storm events. While the proposed project will maintain the drainage pattern of the site, the impervious surface area will be reduced and low impact development features will be incorporated into site design. As a result, any storm flooding analysis would reflect a decrease in run-off from the property, more than satisfying any flooding mitigation requirements. The existing run-on that enters the site along the easterly property line will be allowed to bypass the site via a proposed, rectangular concrete channel. (See the summary below)

<b>Post-developed Peak</b>		<b>Pre-project Peak</b>
Q <sub>2</sub> (cfs)	<	Q <sub>2</sub> (cfs)
Q <sub>5</sub> (cfs)	<	Q <sub>5</sub> (cfs)
Q <sub>10</sub> (cfs)	<	Q <sub>10</sub> (cfs)

**So, Performance Requirement No. 4 is satisfied.**

### III. Results

During the final design process, the project will incorporate some combination of the Runoff Reduction Measures and optional Structural Stormwater Control Measures (SCMs) described in this report and shown on the SCM exhibits (see Appendix F). This will satisfy all requirements prescribed by the Post-construction Stormwater Management Requirements.

- **Performance Requirement No. 1 is satisfied**
- **Performance Requirement No. 2 is satisfied**
- **Performance Requirement No. 3 is satisfied**
- **Performance Requirement No. 4 is satisfied**

During the final design process, the selection, sizing, and design of the Stormwater Control Measures (SCMs) will meet all of the applicable Water Quality Treatment, Runoff Retention and Peak Management Performance Requirements. Please note, the SCMs shown in Appendix F are intended to be tools and options available for use and are subject to change during the final design process.

The underground/subsurface infiltration system will be designed for the Phase II build-out scenario with the hotel expansion. Until Phase II is built, an interim hybrid bioretention/detention basin will be designed to be approximately 18-inches to 24-inches deep. It will be landscaped and will treat a majority of the Phase I hotel runoff.

#### A. **Statement of Compliance**

**On-site compliance can be achieved.** There is no documentation needed to demonstrate infeasibility where on-site compliance cannot be achieved because it doesn't apply.

The Water Quality Treatment, Runoff Retention, and Peak Management Performance Requirements will be met on-site.

## **B. Operations and Maintenance (O&M) Plan**

To ensure long-term performance for all structural Stormwater Control Measures (SCMs), the following O&M Plan should be followed:

- Have designated personnel conduct inspections of stormwater conveyance systems prior to the rainy season
- Inspect all structural SCMs:
  - At least once annually prior to the rainy season.
  - Prior to a forecast rain
  - Daily during extended rain events
  - After rain events
  - Weekly during the rainy season
- Keep the parking areas clean and orderly.
  - Remove debris in a timely fashion.
- Routinely sweep, shovel, and dispose of litter to appropriate trash receptacles.
- Allow sheet runoff to flow into landscape areas, bioretention/detention basin areas; remove any accumulated sediment from the curbs and gutters or the curb cuts.
- Inspect overflow inlets for leaves and other debris.
  - Remove and dispose of debris in a timely fashion.
- Establish frequency of parking lot sweeping based on usage and field observations of debris accumulation.
  - Sweep all parking lots before the onset of the wet season at a frequency that is to be established by the owner
    - Use dry cleaning methods (e.g., sweeping, vacuuming) to prevent the discharge of pollutants into the stormwater conveyance system if possible.

A Maintenance Agreement and Transfer of Responsibility for SCMs will be completed under separate cover in the future.

### **Owner of facilities**

The owner of the facilities is: **Route 19, LLC**

**TABLES:**

Table 1: Summary of Areas

Table 2: Drainage Management Areas Breakdown

Table 3: SCM Capture Retention Volume Summary

**Table 1: Summary of Areas**

## Impervious &amp; Other Area Summary

Type	Area	
	(sf)	(acres)
Impervious Areas <sup>1</sup>	110,190	2.5
Landscape/Bioswales/SCM Areas <sup>2</sup>	31,010	0.7
<i>Total Site Area</i>	<i>141,200</i>	<i>3.2</i>
Remove Existing Impervious (building, concrete, asphalt) <sup>3</sup>	79,140	1.8
Remove Existing Aggregate Base <sup>3</sup>	47,640	1.1
Total Existing Impervious Area to be Removed <sup>3</sup>	126,780	2.9
Impervious Area Reduction <sup>3</sup>	63,390	1.5
Retention Tributary Area <sup>3</sup>	77,810	1.8
% Impervious "i"	78.0%	
Runoff Coefficient "C"	0.58	

Notes / assumptions:

1. Includes building, sidewalks, asphalt parking lot, trash enclosure and concrete drainage channel
2. Includes all vegetated/landscapes slopes and areas, bioswales and other SCM areas
3. Impervious Area Reduction =  $\frac{1}{2}$  Total Existing Impervious Area to be Removed

**Table 2: Drainage Management Areas (DMAs)**

Drainage Management Areas (DMAs) and Points of Interest (POIs)

DMA I.D.	AREA (sf)	AREA (acres)	% of Total	JOINING TO	TERMINAL POI DISCHARGE POINT	CUMULATIVE TOTAL POI AREA (sf)
D-1	35,300	0.8	25.0%	D-2	-	35,300
D-2	38,000	0.9	26.9%	D-5	-	73,300
D-3	15,800	0.4	11.2%	D-5	-	15,800
D-4	32,300	0.7	22.9%	D-5	-	32,300
D-5	19,800	0.5	14.0%	-	POI-5	141,200

Total = 141,200

3.2

Total (sf) =

**141,200**

Total (ac) =

**3.2**Notes / assumptions:

1. See Appendix E: Watershed Exhibits for DMAs and POIs
2. All existing and proposed sub-drainage areas eventually flow to northeast corner at POI-5

**Table 3: SCM Capture Retention Volume Summary**

Method 1: Simple Method

\*\* Show that on-site SCM mitigation measures will be sufficient and will be greater than the:

Hybrid Retention / Detention Assumptions & Subsurface System Assumptions

Total Required Retention Volume for 95th Percentile 24-hr Rainfall Depth <sup>1</sup> =	5,450	cubic feet	Tree well / Landscape Pocket depth (in)	4
			Hybrid Bioretention / Detention Depth <sup>10</sup>	24.0
95th Percentile 24-hr Rainfall Depth <sup>1</sup> =	1.45	inches		
% Impervious "I" =	78%			
Runoff Coefficient "C" =	0.58			

DRAINAGE MANAGEMENT AREA (DMA)	AREA		Bioswale / Infiltration Trench <sup>3</sup>	Storage Volume <sup>4</sup>	Tree well / Landscape Pocket Areas <sup>3,7</sup>	Storage Volume <sup>5</sup>	Subsurface System Volume <sup>6</sup>	Total	
	(sf)	(acres)	Road (lf)	(cf)	(sf)	(cf)	(cf)	(cf)	
See Apdx E	D-1	35,300	0.8	0	0	440	147	0	147
	D-2	38,000	0.9	0	0	1,700	567	0	567
	D-3	15,800	0.4	150	225	300	100	0	325
	D-4	32,300	0.7	0	0	0	0	4,000	4,000
	D-5	19,800	0.5	300	450	0	0	0	450

Proposed 'Static' Retention Volume Provided = **5,488** cubic feet

Notes / Assumptions:

1. Rainfall depth provided by City of Paso Robles Public Works Engineering Standard Specifications. % Impervious and Runoff Coefficient from calculations in report.
2. Based on percentage of area for each DMA compared to the total.
3. See Appendix F: Stormwater Control Measures (SCMs) Exhibits and associated details.
4. Assumed 1% longitudinal slope, 6-feet wide, with check dams placed every 50-feet.
5. Volume based on areas of basin locations shown on Stormwater Control Measure's (SCM's) Exhibits
6. Will be designed and figured within a maximum 20-foot wide by 180-foot long area underground withing the parking drive aisle.
7. Assumed 2-foot offset from top of curb or other hardscape for flat bench area or transitions.
8. Assumes all preliminary, schematic SCMs are used and incorporated on-site. Final design of SCM's will be prepared with construction documents.
9. All volumes are preliminary estimates and are subject to change with final design.
10. Interim hybrid bioretention/detention basin will be sized to contain same retention volume as Phase 2 subsurface infiltration system.

## **APPENDICES:**

Appendix A: Vicinity Map and Location Exhibit

Appendix B: Watershed Management Zone Exhibit

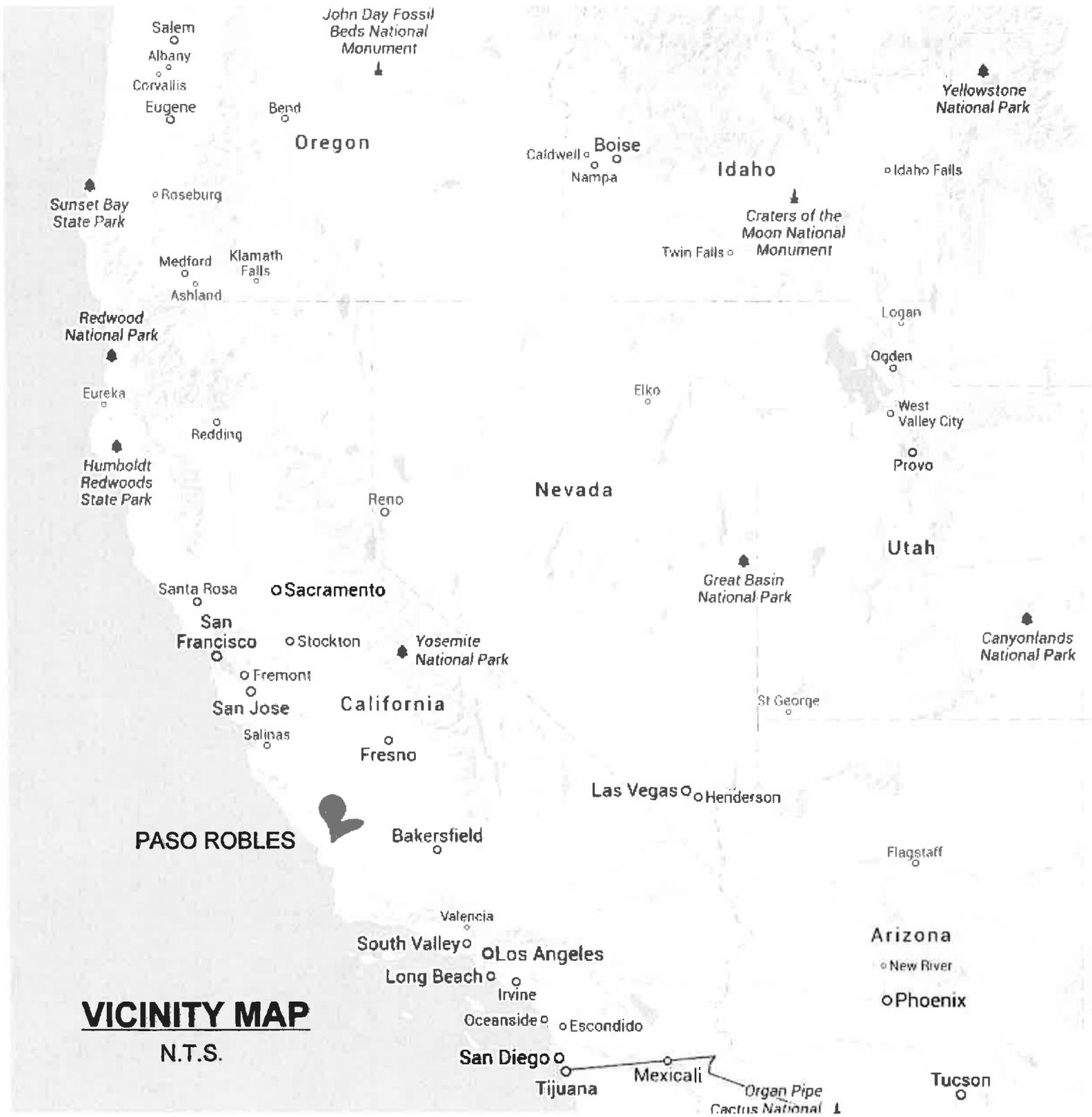
Appendix C: Groundwater Basin Exhibit

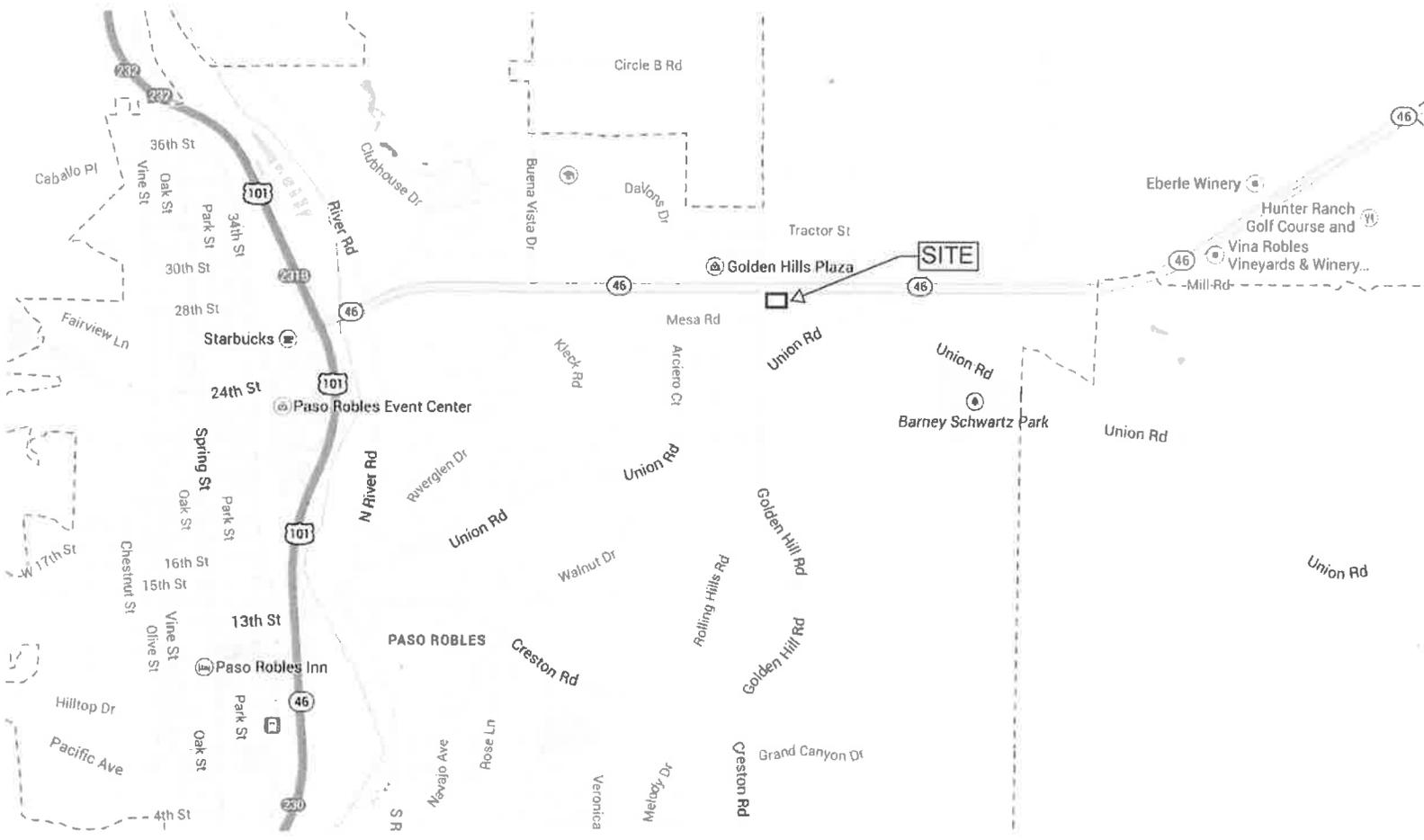
Appendix D: Conceptual Plans (for reference)

Appendix E: Watershed Exhibit / Drainage Management Areas (DMAs)

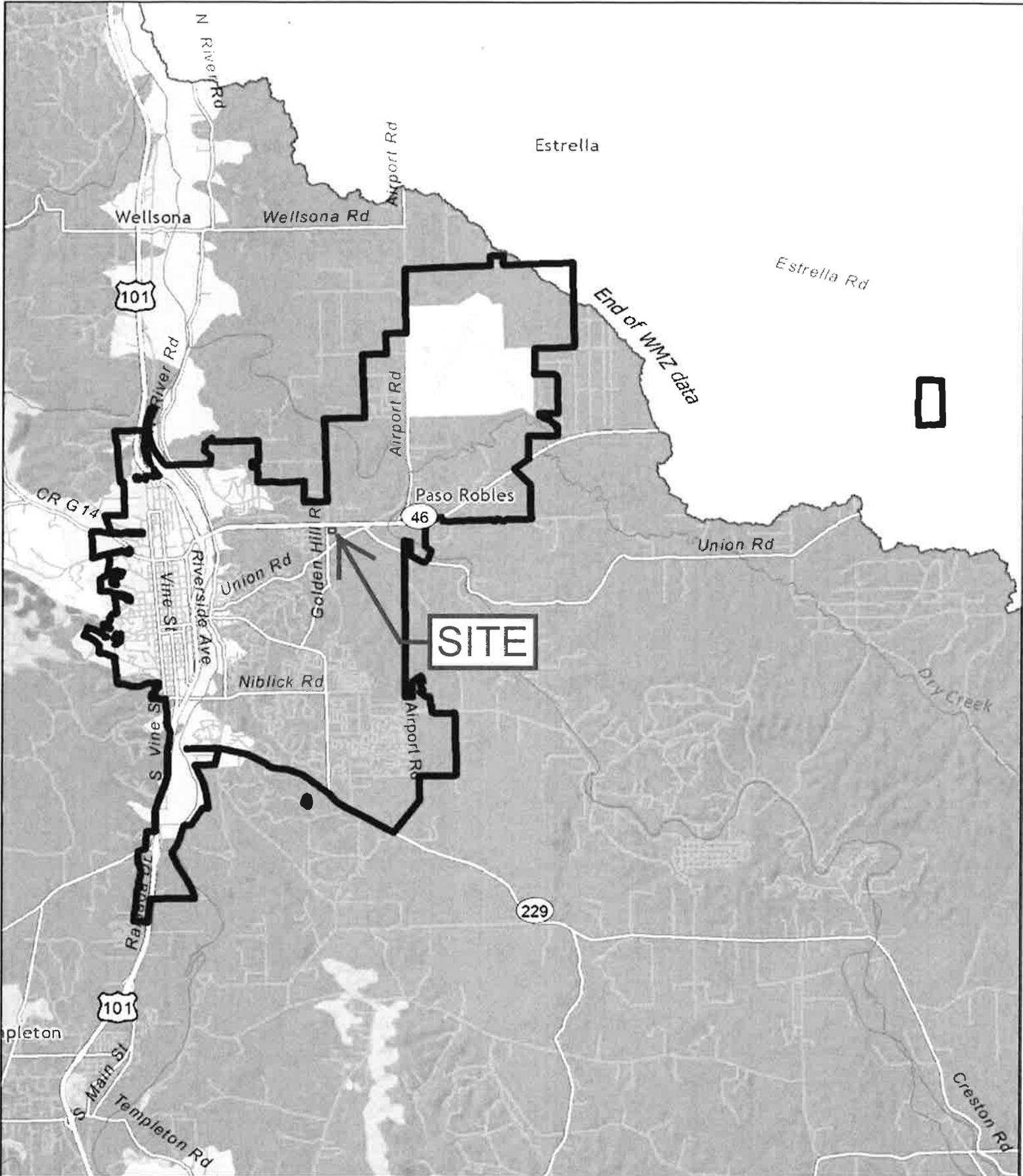
Appendix F: Stormwater Control Measures (SCMs) Exhibits

**Appendix A: Vicinity Map and Location Exhibit**





## **Appendix B: Watershed Management Zone Exhibit**



**CENTRAL COAST JOINT EFFORT**

**El Paso de Robles, California**

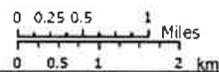
**Watershed management zones**

- |  |   |  |   |  |    |
|--|---|--|---|--|----|
|  | 1 |  | 5 |  | 9  |
|  | 2 |  | 6 |  | 10 |
|  | 3 |  | 7 |  |    |
|  | 4 |  | 8 |  |    |

Urban area boundary

**Data sources**

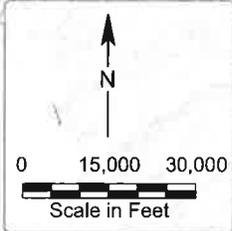
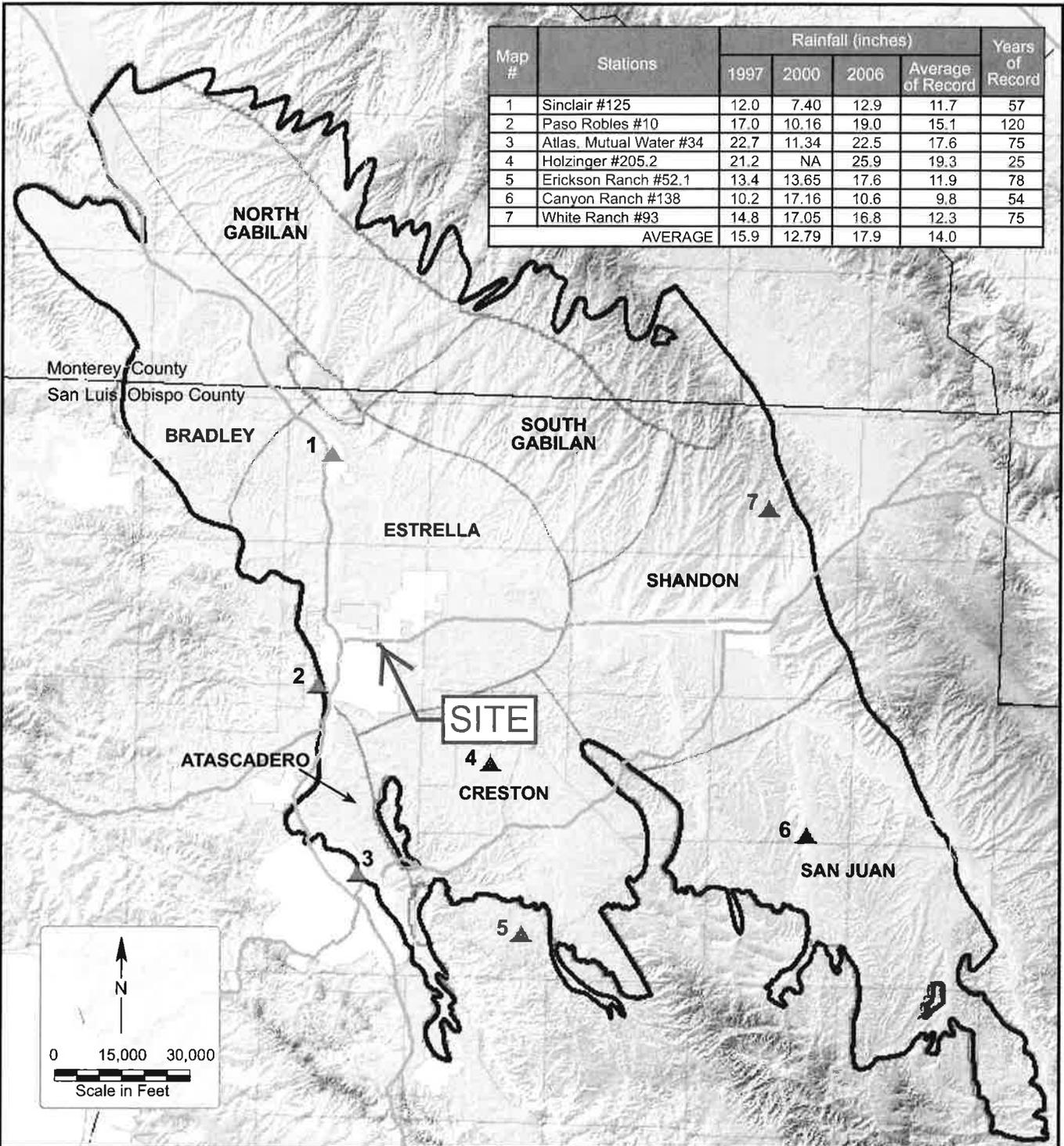
Watershed management zones: Stillwater Sciences, 2012  
 Base data: ESRI 2010



**Stillwater Sciences**  
[www.stillwatersci.com](http://www.stillwatersci.com)

## **Appendix C: Groundwater Basin Exhibit**

Map #	Stations	Rainfall (inches)			Average of Record	Years of Record
		1997	2000	2006		
1	Sinclair #125	12.0	7.40	12.9	11.7	57
2	Paso Robles #10	17.0	10.16	19.0	15.1	120
3	Atlas, Mutual Water #34	22.7	11.34	22.5	17.6	75
4	Holzinger #205.2	21.2	NA	25.9	19.3	25
5	Erickson Ranch #52.1	13.4	13.65	17.6	11.9	78
6	Canyon Ranch #138	10.2	17.16	10.6	9.8	54
7	White Ranch #93	14.8	17.05	16.8	12.3	75
AVERAGE		15.9	12.79	17.9	14.0	



**Legend**

- Rainfall Station
- Streams
- State Highways
- Township and Range Grid
- Basin Boundary
- Cities/Communities
- Subareas
- County Line

May 2009  
TODD ENGINEERS  
Alameda, California

**Figure 1**  
**Paso Robles**  
**Groundwater Basin**

## **Appendix D: Conceptual Plans (for reference)**

HIGHWAY 46 EAST

**GRADING AND DRAINAGE LEGEND**

	PROPOSED GRADE		EXISTING SEWER LINE
	PROPOSED CONTOUR		EXISTING WATER LINE
	STORM DRAIN INLET		EXISTING STORM DRAIN
	STORM WATER RUN AREA WITH APPROXIMATELY 1% SLOPE		EXISTING GAS LINE
	RETENTION BASIN		EXISTING PAVED PAVEMENT
	EXISTING PAVEMENT		EXISTING FOOTING
	PROPOSED FOOTING		PROPERTY LINE
	EXISTING FOOTING		LANDMARK
	PROPOSED UTILITY		
	EXISTING UTILITY		
	PROPOSED STRUCTURE		
	EXISTING STRUCTURE		
	PROPOSED FOUNDATION		
	EXISTING FOUNDATION		
	PROPOSED FOUNDATION		
	EXISTING FOUNDATION		

- NOTES:
- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREIN ARE BASED ON A SURVEY PREPARED BY THEE CREEK SURVEYING, INC., DATED 4-17-2014. NCE ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THIS INFORMATION.
  - IT IS ASSUMED ALL ON-SITE BUILDINGS, STRUCTURES, WALLS, TREES, UTILITIES AND ANY ASSOCIATED COMPONENTS WILL BE REMOVED AND/OR CLEARED.

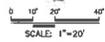
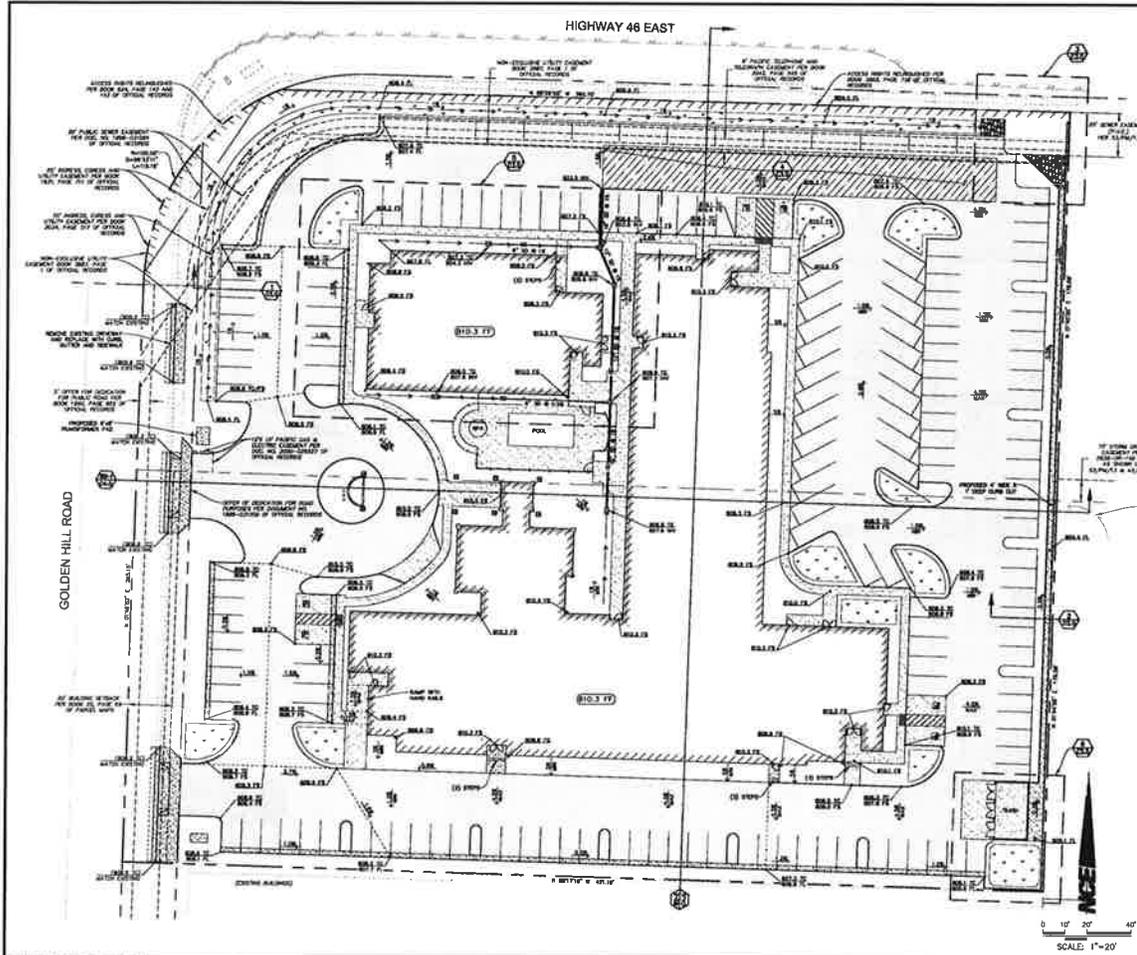


**PRELIMINARY GRADING & DRAINAGE**



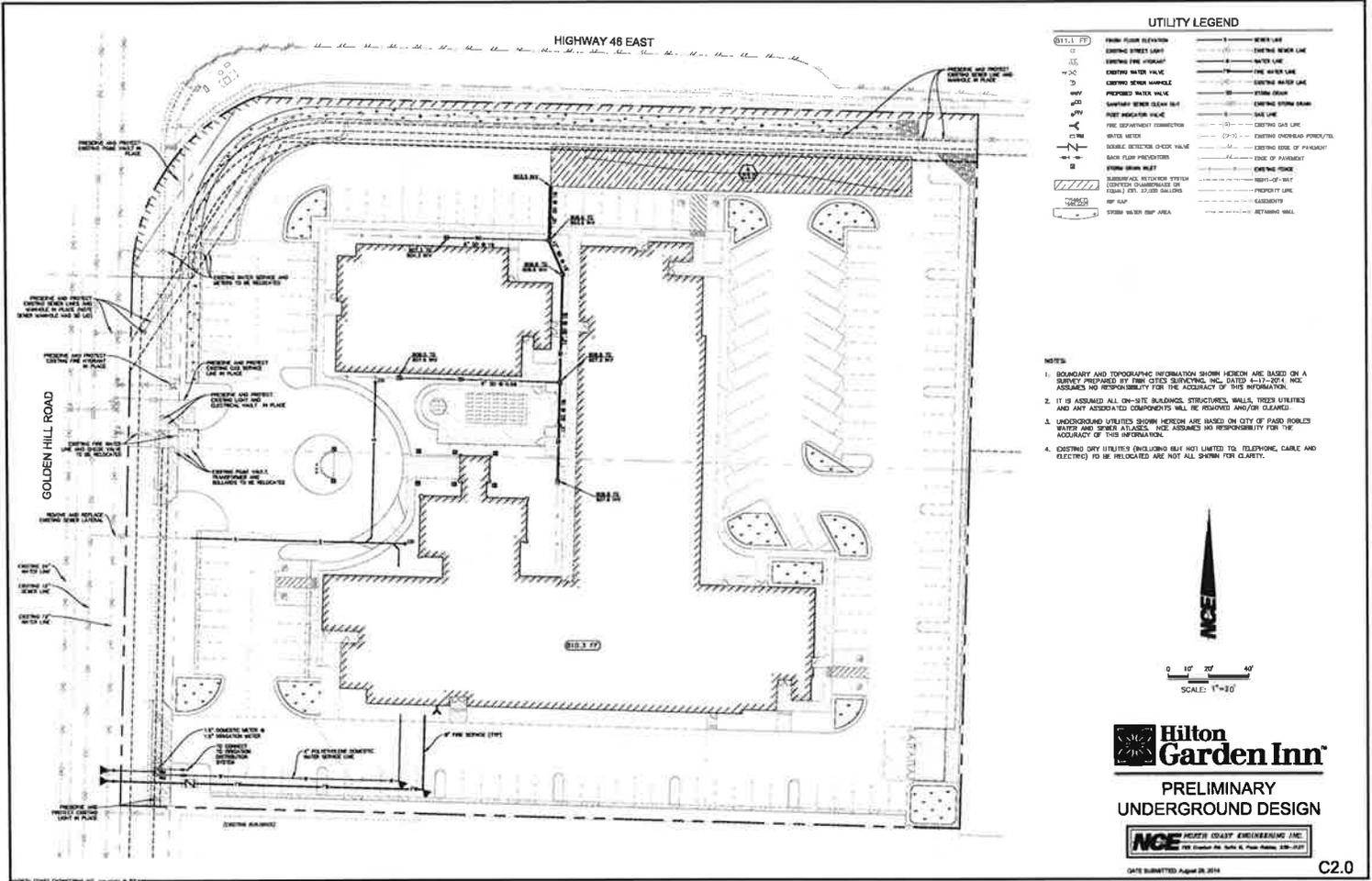
DATE SUBMITTED August 28, 2014

C1.0



DATE SUBMITTED August 28, 2014

NCE NORTH CAROLINA ENGINEERING, INC. 100 SOUTH MAIN STREET, SUITE 200, WAKE FOREST, NC 27158



**UTILITY LEGEND**

011.1 FT	FIND FLOOR ELEVATION	—	SEWER LINE
CL	EXISTING STREET LIGHT	—	EXISTING SEWER LINE
△	EXISTING FIRE HYDRANT	—	WATER LINE
○	EXISTING WATER VALVE	—	EXISTING WATER LINE
○	EXISTING SEWER MANHOLE	—	EXISTING WATER LINE
○	PROPOSED WATER VALVE	—	STORM DRAIN
○	SEWERAGE SEWER CLEAN OUT	—	EXISTING STORM DRAIN
○	FIRE DEPARTMENT CONNECTION	—	BASE LINE
○	WATER METER	—	EXISTING GAS LINE
○	BASELINE DETECTOR CHECK VALVE	—	EXISTING OVERHEAD POWER/TEL
○	BASE FLOOR PREVENTER	—	EXISTING EDGE OF PARADEY
○	STORM DRAIN INLET	—	EXISTING FENCE
○	BASELINE ALL RETICULATION SYSTEM CONTROL CHAMBER/VALVE	—	RIGHT-OF-WAY
○	EXISTING	—	PROPERTY LINE
○	PROPOSED	—	BASEMENT
○	PROPOSED	—	RETAINING WALL

- NOTES**
- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON ARE BASED ON A SURVEY PREPARED BY FRANK COTTER SURVEYING, INC. DATED 8-11-2011. NCE ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THIS INFORMATION.
  - IT IS ASSUMED ALL ON-SITE BUILDINGS, STRUCTURES, WALLS, TREES, UTILITIES AND ANY ASSOCIATED COMPONENTS WILL BE REMOVED AND/OR CLEARED.
  - UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON CITY OF PASO ROBLES WATER AND SEWER ATLAS. NCE ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THIS INFORMATION.
  - EXISTING DRY UTILITIES (INCLUDING BUT NOT LIMITED TO TELEPHONE, CABLE AND ELECTRIC) TO BE RELOCATED ARE NOT ALL SHOWN FOR CLARITY.



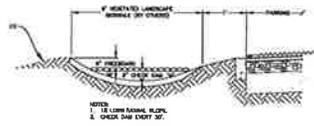
**Hilton Garden Inn**  
**PRELIMINARY UNDERGROUND DESIGN**

**NCE** NORTHERN COUNTY ENGINEERING, INC.  
 100 Coulter Ave. Suite 100, Paso Robles, CA 93421  
 DATE SUBMITTED August 28, 2014

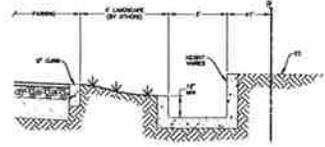
C2.0

DATE: 08/28/14 10:00 AM

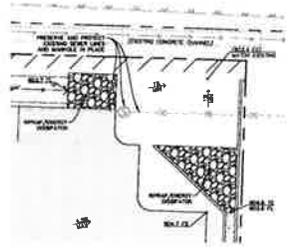
C:\Projects\2014\Hilton Garden Inn\Hilton Garden Inn - Preliminary Underground Design\Hilton Garden Inn - Preliminary Underground Design.dwg



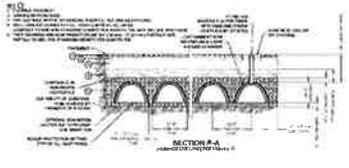
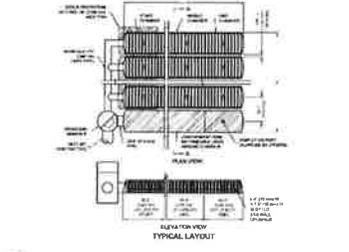
1 BIOSWALE  
SCALE: 1"=2'



2 CONCRETE CHANNEL  
SCALE: 1"=2'



3 GRADING DETAIL  
SCALE: 1"=10'



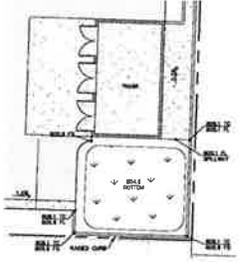
4 SUBGRADE INFILTRATION SYSTEM  
SCALE: 1"=2'

NOTES:  
1. SEE PLAN FOR CHAMBER LAYOUT.  
2. CHAMBER DEPTH SHALL BE 18" MINIMUM.  
3. CHAMBER SPACING SHALL BE 24" MINIMUM.  
4. CHAMBER WALLS SHALL BE 4" MINIMUM THICKNESS.  
5. CHAMBER WALLS SHALL BE REINFORCED WITH #4 BARS AT 18" ON CENTER.  
6. CHAMBER WALLS SHALL BE FINISHED WITH CONCRETE.  
7. CHAMBER WALLS SHALL BE PAINTED WITH EPOXY PAINT.  
8. CHAMBER WALLS SHALL BE PROTECTED FROM COLLISION WITH VEHICLES.  
9. CHAMBER WALLS SHALL BE PROTECTED FROM COLLISION WITH TRUCKS.  
10. CHAMBER WALLS SHALL BE PROTECTED FROM COLLISION WITH BUSES.  
11. CHAMBER WALLS SHALL BE PROTECTED FROM COLLISION WITH TRAINS.  
12. CHAMBER WALLS SHALL BE PROTECTED FROM COLLISION WITH AIRCRAFT.  
13. CHAMBER WALLS SHALL BE PROTECTED FROM COLLISION WITH SHIPS.  
14. CHAMBER WALLS SHALL BE PROTECTED FROM COLLISION WITH SUBMARINES.  
15. CHAMBER WALLS SHALL BE PROTECTED FROM COLLISION WITH SPACECRAFT.  
16. CHAMBER WALLS SHALL BE PROTECTED FROM COLLISION WITH METEORITES.  
17. CHAMBER WALLS SHALL BE PROTECTED FROM COLLISION WITH COMETS.  
18. CHAMBER WALLS SHALL BE PROTECTED FROM COLLISION WITH ASTEROIDS.  
19. CHAMBER WALLS SHALL BE PROTECTED FROM COLLISION WITH PLANETS.  
20. CHAMBER WALLS SHALL BE PROTECTED FROM COLLISION WITH GALAXIES.  
21. CHAMBER WALLS SHALL BE PROTECTED FROM COLLISION WITH UNIVERSE.



5 INTERIM HYBRID BIORETENTION/DETENTION  
LANDSCAPED POND  
SCALE: 1"=20'

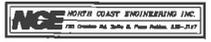
NOTES:  
1. POND DEPTH SHALL BE 18" MINIMUM.  
2. POND SHALL BE REINFORCED WITH #4 BARS AT 18" ON CENTER.  
3. POND SHALL BE FINISHED WITH CONCRETE.  
4. POND SHALL BE PAINTED WITH EPOXY PAINT.  
5. POND SHALL BE PROTECTED FROM COLLISION WITH VEHICLES.  
6. POND SHALL BE PROTECTED FROM COLLISION WITH TRUCKS.  
7. POND SHALL BE PROTECTED FROM COLLISION WITH BUSES.  
8. POND SHALL BE PROTECTED FROM COLLISION WITH TRAINS.  
9. POND SHALL BE PROTECTED FROM COLLISION WITH AIRCRAFT.  
10. POND SHALL BE PROTECTED FROM COLLISION WITH SHIPS.  
11. POND SHALL BE PROTECTED FROM COLLISION WITH SUBMARINES.  
12. POND SHALL BE PROTECTED FROM COLLISION WITH SPACECRAFT.  
13. POND SHALL BE PROTECTED FROM COLLISION WITH METEORITES.  
14. POND SHALL BE PROTECTED FROM COLLISION WITH COMETS.  
15. POND SHALL BE PROTECTED FROM COLLISION WITH ASTEROIDS.  
16. POND SHALL BE PROTECTED FROM COLLISION WITH PLANETS.  
17. POND SHALL BE PROTECTED FROM COLLISION WITH GALAXIES.  
18. POND SHALL BE PROTECTED FROM COLLISION WITH UNIVERSE.



6 LANDSCAPED TREATMENT AREA  
SCALE: 1"=10'



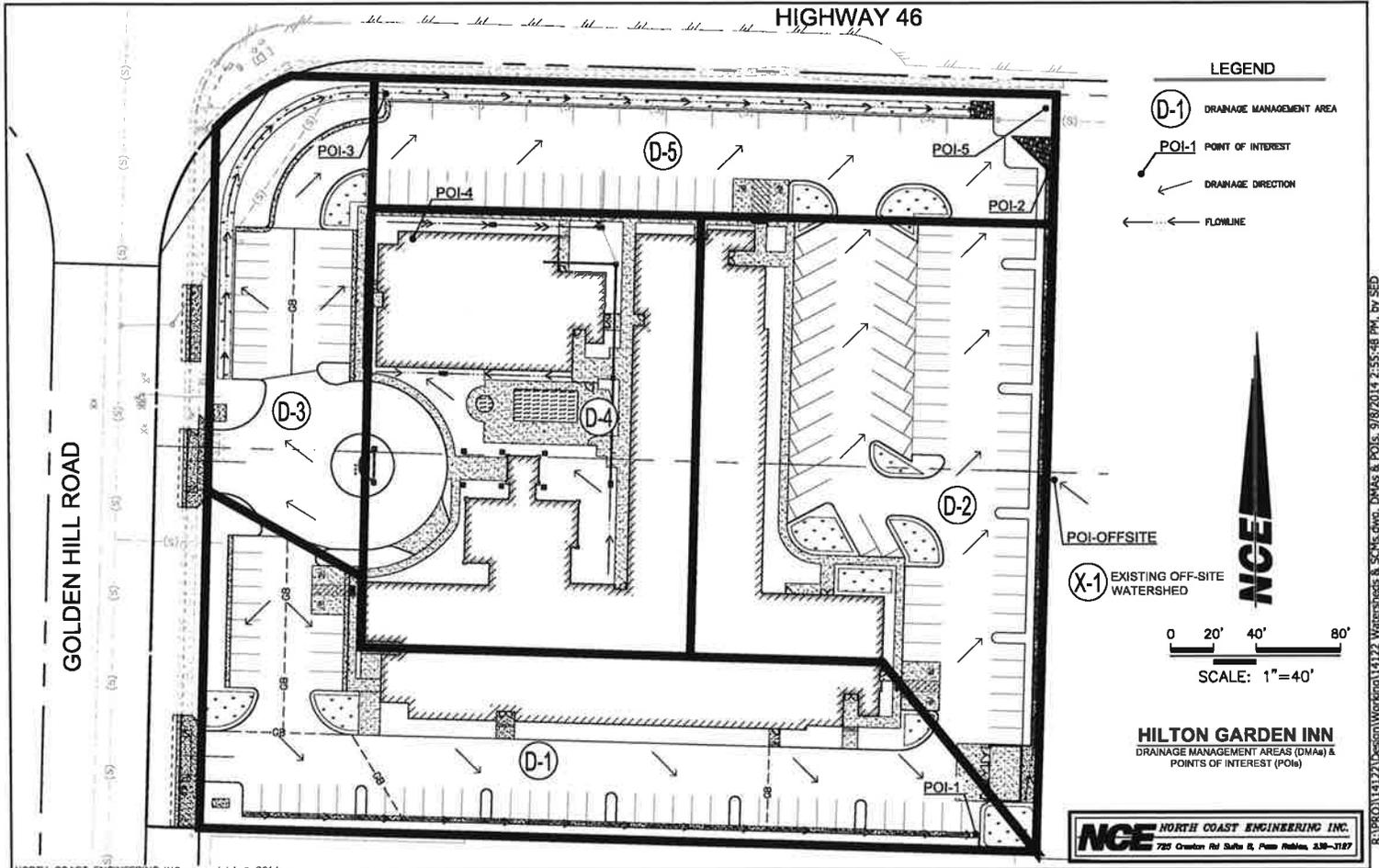
DETAILS



DATE SUBMITTED: August 20, 2014



**Appendix E: Watershed Exhibit / Drainage Management Areas (DMAs)**

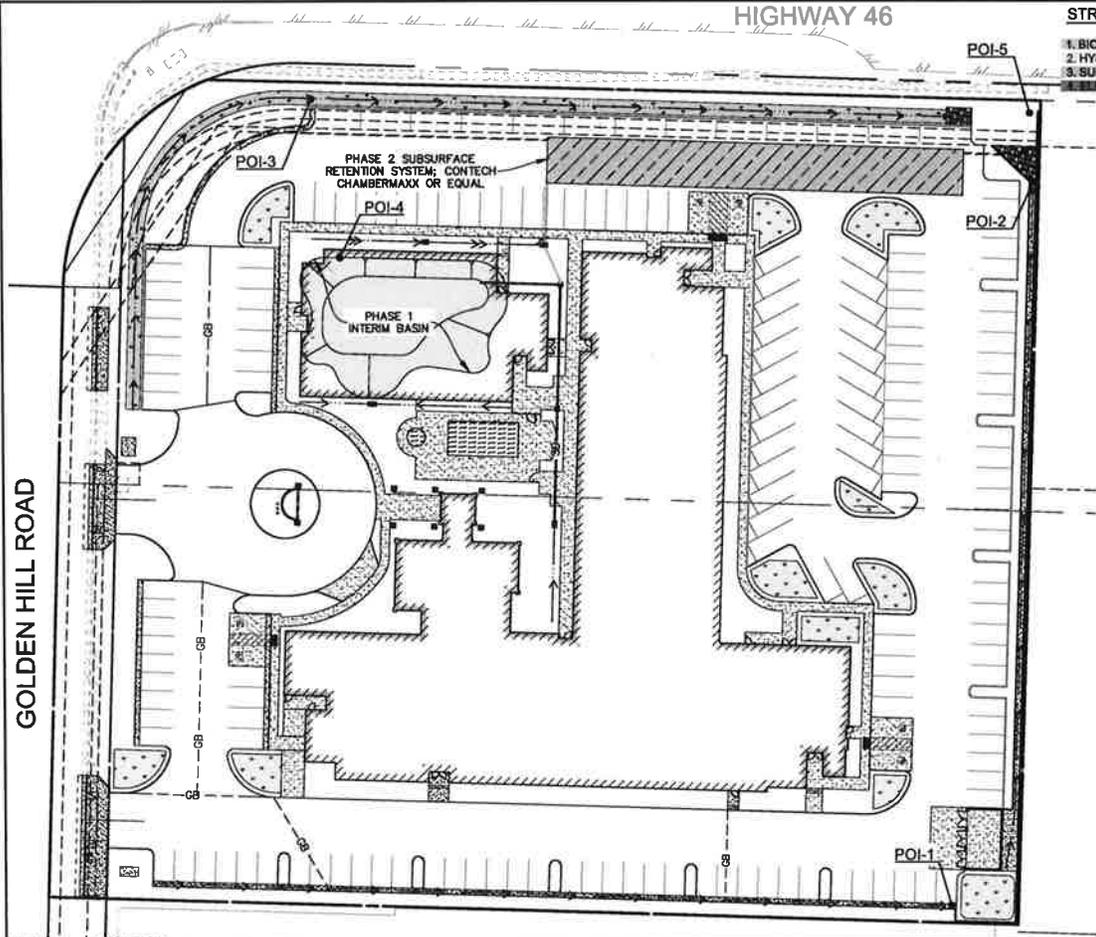


**Appendix F: Stormwater Control Measures (SCMs) Exhibits**

HIGHWAY 46

**STRUCTURAL CONTROL MEASURES**

- 1. BIOSWALES
- 2. HYBRID BIO/DETENTION BASINS/LANDSCAPE TREATMENT POCKETS
- 3. SUBSURFACE INFILTRATION SYSTEM
- 4. PERMEABLE CURBS AND GUTTER OR CURB WITH CURB



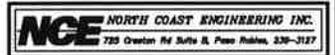
**NOTES:**

1. THE EXISTING TOPOGRAPHIC MAP INFORMATION WAS PROVIDED BY TWIN CITIES SURVEY, INC. DATED 4/17/2014.
2. THE SITE PLAN WAS PROVIDED BY DESIGNARC.
3. ALL STRUCTURAL CONTROL MEASURES SHOWN HEREON ARE SCHEMATIC AND ARE SUBJECT TO CHANGE DURING FINAL DESIGN.



SCALE: 1" = 40'

**HILTON GARDEN INN**  
STORMWATER CONTROL MEASURES (SCM)s



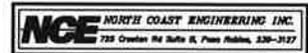
SCM-1

R:\PROJECTS\14122\Design\Working\14122 Watersheds & SCMs.dwg, SCMs, 9/8/2014 2:55:27 PM, by SED

**GENERAL LOW IMPACT DESIGN PRINCIPLES AND TECHNIQUES**

MITIGATION	DESCRIPTION	BENEFIT
Reduce Impervious Surfaces	Reduction of impervious areas by eliminating roads, reducing road widths, use of pervious pavements.	Reduce runoff and maintain existing conditions.
Mitigate at Source	Use bio-swales and rain gardens to store and treat runoff near source. Distributed evenly across project.	Mitigate runoff in smaller areas; reduce concentrated flows which cause erosion and sedimentation. Reduce flows to central storm drain system. Mimics existing hydrologic function, and adds redundancy to mitigation measures.
Promote Sheet Flow to Vegetated Areas	Remove curb and gutter and grade spaces to promote sheet flow to vegetated areas.	Reduce runoff volumes to central storm drain system. Treat runoff with vegetation and infiltration. Increase ground water discharge. Reduce concentrated flows which cause erosion and sedimentation.
Disconnect from Storm Drains	Direct runoff from roofs to vegetated areas. Direct runoff to vegetated areas instead of collecting in catch basins.	Reduce runoff volumes to central storm drain system. Treat runoff with vegetation and infiltration. Reduce concentrated flows which cause erosion and sedimentation.
Reduce Grading	Grade site following natural contours where possible, reduce need for walls.	Reduce and treat runoff by reducing concentrated flows and promoting surface infiltration, reduce the need for walls and maintain native drainage patterns.
Sheet Flow Away from Streets / Parking Areas	Grade sites to drain away from streets; allows infiltration in vegetated areas. Remove curb and gutter to allow sheet flow onto vegetated areas.	Reduce runoff volumes to central storm drain system. Treat runoff with vegetation and infiltration. Increase ground water recharge. Reduce concentrated flows which cause erosion and sedimentation.
Reduce Storm Drains	Use surface channels where feasible instead of storm drains to minimize concentrated flows and to increase the contact time between water and soil.	Reduce and treat runoff by vegetation and infiltration. Reduction of concentrated flow which cause erosion and sedimentation.
Remove Walls	Minimize grading to follow existing contours where possible. Reduce the need for walls by using slopes where feasible.	Reduce concentrated flows which cause erosion and sedimentation. Maintain sheet flow which treats and reduces runoff with vegetation and infiltration.
Replace Gutters with Bio-Retention Swales / Gravel Trenches	Use roadside swales instead of gutters.	Reduce runoff volumes to central storm drain system. Treat runoff with vegetation and infiltration. Increase ground water recharge. Reduce concentrated flows which cause erosion and sedimentation.
Curb Cuts	Opening in curbs to allow runoff to flow into rain gardens and bioretention-swales.	Reduce runoff volumes to central storm drain system. Treat runoff with vegetation and infiltration. Increase ground water recharge. Reduce concentrated flows which cause erosion and sedimentation.

**HILTON GARDEN INN  
STORMWATER CONTROL MEASURES (SCMs)  
GENERAL LOW IMPACT DESIGN PRINCIPALS  
AND TECHNIQUES**

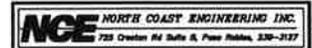


SCM-2

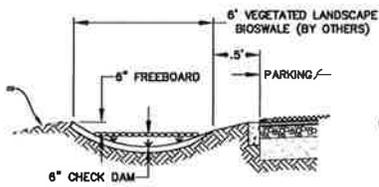
**LOW IMPACT DESIGN MITIGATION MEASURES AND BMPs**

#	MITIGATION	DESCRIPTION	BENEFIT
①	Roadside Gravel Infiltration Trenches/Swales	Trenches filled with high porosity gravel. Allows subsurface storage and treatment of runoff until it can be infiltrated.	Reduce and treat runoff through infiltration. No standing surface water. Reduce concentrated flows and increases ground water recharge.
②	Hybrid Bio/Detention Basins Or Landscaped Treatment Pockets	Bioretention/detention basins used to mitigate runoff increase in large storm events. Pondered depth of infiltration basins is dependent on infiltration rates. Or 6" to 8" pondered depth landscaped pockets.	Reduce and treat runoff through infiltration and increases groundwater recharge. Improve runoff water quality.
③	Subgrade Infiltration Systems	Subsurface arch-shaped, open-bottom chambers.	Store & infiltrate run-off.
●	Eliminate Curb and Gutter or Curb with Cuts	Allow runoff to sheet onto lots and open spaces where feasible. Direct runoff to hybrid bioretention/detention basins or traditional detention basins.	Reduce and treat runoff with vegetation and infiltration. Reduce the need for central storm drain system and decreases concentrated flows.
④	Natural Drainage Channel Preservation/Restoration	Limit disturbance of creeks and natural drainage features. Protect key watershed processes and corresponding areas.	Natural processes remove pollutants from stormwater sustain links between hydrology, channel geomorphology and biological health for watersheds.
●	Historic Retention Pond Preservation/Restoration	Limit disturbance of creeks and natural drainage features. Protect key watershed processes and corresponding areas.	Natural processes remove pollutants from stormwater sustain links between hydrology, channel geomorphology and biological health for watersheds.

**HILTON GARDEN INN**  
**STORMWATER CONTROL MEASURES (SCMs)**  
**LOW IMPACT DESIGN MITIGATION**  
**MEASURES AND BMPs**

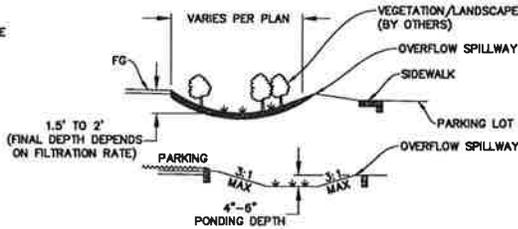


SCM-3

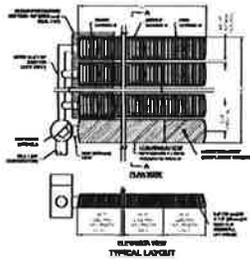


- NOTES:  
 1. 1% LONGITUDINAL SLOPE.  
 2. CHECK DAM EVERY 50'.

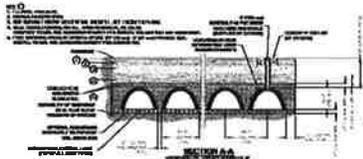
**BIOSWALE**  
 SCALE 1"=4'



**HYBRID BIO/DETENTION BASINS OR LANDSCAPED TREATMENT POCKETS**  
 SCALE 1"=4'

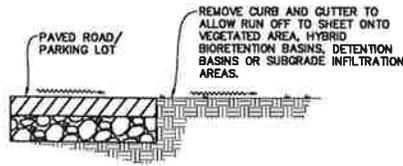


**TYPICAL LAYOUT**



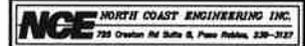
**HYBRID BIORETENTION BASINS, DETENTION BASINS, SUBGRADE INFILTRATION SYSTEMS**  
 SCALE 1"=4'

- NOTES:  
 1. ONLY REQUIRED FOR PHASE 2.  
 2. ASSEMBLY (2) CHAMBERS WIDE BY (24) CHAMBERS LONG (9=12 FEET BY L=120 FEET) TO PROVIDE MINIMUM POST-CONSTRUCTION REQUIREMENTS STORAGE VOLUME OF 3,600 CUBIC FEET = 27,000 GALLONS.  
 3. CONTECH CHAMBERS= CORRUGATED, OPEN-BOTTOM ARCH SYSTEM EXAMPLE SHOWN AS AN OPTION. SYSTEM SUBJECT TO CHANGE DURING FINAL DESIGN.

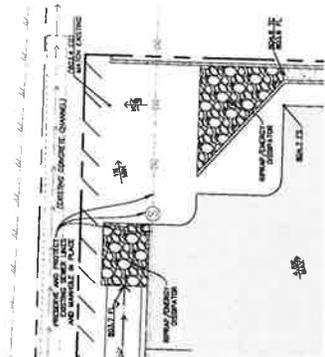


**ELIMINATE CURB AND GUTTER OR CURB WITH CUTS**  
 SCALE 1"=4'

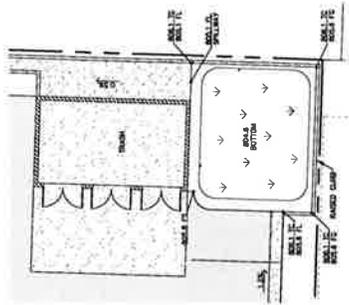
**HILTON GARDEN INN  
 STORMWATER CONTROL MEASURES (SCMs)  
 STRUCTURAL CONTROL MEASURES DETAILS**



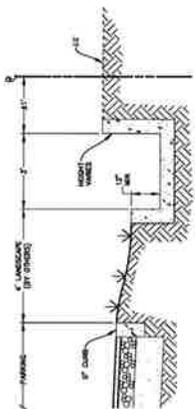
SCM-4



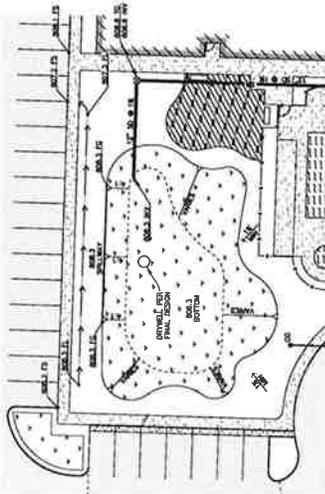
3 GRADING DETAIL  
SCALE: 1"=10'



6 LANDSCAPED TREATMENT AREA  
SCALE: 1"=10'



2 CONCRETE CHANNEL  
SCALE: 1"=2'

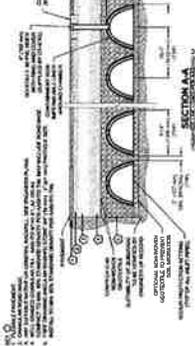
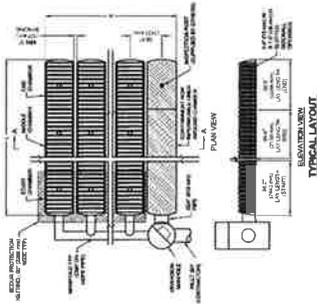


5 INTERIM HYBRID BIORETENTION/DETENTION LANDSCAPED POND  
SCALE: 1"=20'

- 1. RETENTION IS DESIGNED TO PROVIDE AVERAGE STORAGE VOLUME OF 100,000 GALLONS.
- 2. SEE SHEET 10 FOR LANDSCAPING BY OTHERS.



1 BIOSWALE  
SCALE: 1"=2'



4 SUBGRADE INFILTRATION SYSTEM  
SCALE: 1"=2'

- 1. INTERIOR FINISHING TO BE INSTALLED AS SHOWN.
- 2. CHAMBERS TO BE CONCRETE WITH 4" DIA. CHAMBERS LONG 18" x 18" FEET BY 18" DEEP. CHAMBERS TO BE SPACED 24" ON CENTER. TOTAL STORAGE VOLUME TO BE 100,000 GALLONS.
- 3. CHAMBERS TO BE CONCRETE WITH 4" DIA. CHAMBERS LONG 18" x 18" FEET BY 18" DEEP.
- 4. CHAMBERS TO BE CONCRETE WITH 4" DIA. CHAMBERS LONG 18" x 18" FEET BY 18" DEEP.



DETAILS



DATE SUBMITTED: August 29, 2018



## Mitigation Monitoring and Reporting Plan

Project File No./Name: PD 14-004, LLA 14-004 Hilton Garden Inn – Route 19, L.P.

Approving Resolution No.: Resolution \_\_\_\_\_ by:  Planning Commission  City Council      Date: \_\_\_\_\_

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

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
	Project	CDD			Prior to certificate of occupancy.
<p>AQ-1</p> <p>a. The proposed project shall use architectural coatings having a maximum allowable VOC content of 150 grams per liter.</p> <p>b. The following additional measures are recommended to minimize nuisance impacts associated with construction-generated fugitive dust emissions:</p> <ol style="list-style-type: none"> <li>1. Reduce the amount of the disturbed area where possible;</li> <li>2. 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;</li> <li>3. All dirt stock pile areas should be sprayed daily as needed;</li> <li>4. 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;</li> <li>5. 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;</li> </ol>	Project, ongoing	CDD Building			Written description, prior to certificate of occupancy.

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>6. 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;</p> <p>7. 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;</p> <p>8. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;</p> <p>9. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;</p> <p>10. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;</p> <p>11. 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;</p> <p>12. 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.</p> <p>c. The above mitigation measures shall be shown on grading and building plans.</p>					
<p>AQ-2</p> <p>1. Prior to any grading activities a geologic evaluation shall be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the SLOAPCD. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. These requirements may include but are not limited to:</p>	Project	Building Dept			Prior to issuance of grading permit

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>a. Development of an Asbestos Dust Mitigation Plan which must be approved by the SLOAPCD before operations begin, and, b. Development and approval of an Asbestos Health and Safety Program (required for some projects). If NOA is not present, an exemption request must be filed with the SLOAPCD. More information on NOA can be found at <a href="http://www.slocleanair.org/business/asbestos.asp">http://www.slocleanair.org/business/asbestos.asp</a>.</p> <p>3. Demolition of onsite structures shall comply with the National Emission Standards for Hazardous Air Emissions (NESHAP) requirements (NESHAP, 40 CFR, Part 61, Subpart M) for the demolition of existing structures. The SLOAPCD is delegated authority by the Environmental Protection Agency (EPA) to implement the Federal Asbestos NESHAP. Prior to demolition of onsite structures, the SLOAPCD shall be notified, per NESHAP requirements. SLOAPCD notification form and reporting requirements are included in <b>Appendix A</b>. Additional information may be obtained at website url: <a href="http://slocleanair.org/business/asbestos.php">http://slocleanair.org/business/asbestos.php</a>.</p>					
<p>GHG-1</p> <p>At a minimum, all mandatory GHG-reduction measures applicable to the proposed project, as identified in the <i>City of Paso Robles CAP Consistency Worksheet</i> (refer to Appendix B of this report), shall be implemented. If the project cannot meet one or more of the mandatory measures, substitutions (preferably starting with the voluntary measures) may be allowed, provided the applicant can demonstrate that the substituted measure(s) would achieve equivalent reductions to the City's satisfaction. Project-level Mandatory CAP measures include the following:</p> <p>a. Install high-efficiency lights in parking lots, streets, and other public areas (refer to CAP Measure E-5);</p> <p>b. Incorporate bicycle lanes, routes, and/or shared-use paths into street systems to provide a continuous network of routes, facilities with markings, signage, and bicycle parking (refer to CAP Measure TL-1);</p> <p>c. Comply with the mandatory California Green Building Standards Code bicycle parking standards (refer to CAP Measure TL-1);</p> <p>d. Provide pedestrian access network that internally links all uses and connects all existing or planned external streets and pedestrian facilities contiguous with the project site (refer to CAP Measure TL-2);</p>	Project	CDD, Building Dept			Prior to issuance of grading permit

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>e. Minimize barriers to pedestrian access and interconnectivity (refer to CAP Measure TL-2);</p> <p>f. Implement traffic calming improvements as appropriate (e.g., marked crosswalks, countdown signal timers, curb extensions, speed tables, raised crosswalks, median islands, minicircles, tight corner radii, etc.) (refer to CAP Measure TL-2);</p> <p>g. Provide safe and convenient access to public transit within and/or contiguous to the project area (refer to CAP Measure TL-2);</p> <p>h. Meet CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation (refer to CAP Measure W-1);</p> <p>i. Divert 65 percent of non-hazardous construction and demolition debris (refer to CAP Measure S-1);</p> <p>j. Plant native and drought tolerant trees beyond those required as mitigation for tree removal (refer to CAP Measure T-1).</p>					
<p>TR-1 The project will required to pay traffic mitigation fees to offset to offset its impacts to the intersection of SR 46E and Golden Hill Road.</p>	Project	CDD			Prior to certificate of occupancy

Explanation of Headings:

Type: .....Project, ongoing, cumulative

Monitoring Department or Agency: .....Department or Agency responsible for monitoring a particular mitigation measure

Shown on Plans: .....When a mitigation measure is shown on the plans, this column will be initialed and dated.

Verified Implementation: .....When a mitigation measure has been implemented, this column will be initialed and dated.

Remarks: .....Area for describing status of ongoing mitigation measure, or for other information.