CALIFORNIA ENVIRONMENTAL QUALITY ACT
ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM
Public Review Period July 11, 2024 – August 10, 2024

1.	**PROJECT TITLE:**	Spring Street Affordable Housing and Mixed Use Project (P22-0076)
	Entitlements:	Development Plan (PD22-11) for a new affordable housing and mixed-use building Conditional Use Permit (CUP23-07) for a winetasting room Rezone (RZN23-01) to apply the Resort/ Lodging overlay district to the property
2.	**LEAD AGENCY:**	City of Paso Robles 1000 Spring Street Paso Robles, CA 93446
	Contact: **Phone:** **Email:**	Katie Banister (805) 237-3970 kbanister@prcity.com
3.	**PROJECT LOCATION:**	1745 Spring Street Paso Robles, CA 93446 APN: 008-283-012
4.	**PROJECT PROPONENT:** **Contact:** **Phone:** **Email:**	Tobin James George Garcia 805-783-1880 george@garciaarchdesign.com
5.	**GENERAL PLAN DESIGNATION:**	Mixed Use (MU-8)
6.	**ZONING:**	T3-F
7.	**PROJECT DESCRIPTION:**	The applicant proposes to develop a vacant infill lot in the downtown of Paso Robles with a mixed-use building including 3,346 square feet of commercial space, 16 hotel rooms, and 8 residential apartments (13% of which will be deed restricted to very-low income households).
8.	**ENVIRONMENTAL SETTING:**	The 0.48-acre property is nearly level and was previously developed as a vehicle service station.

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

   Regional Water Quality Control Board

10. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

    Yes. The Northern Chumash Tribal Council and Salinan Tribe of Monterey and San Luis Obispo Counties have requested to be included in the review of the project. The site is entirely disturbed by previous use of the property as a service station. No cultural or tribal resources are observable at ground surface. Mitigation measures would require the applicant to stop work and contact tribal representatives if any resources are discovered during construction of the project.

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

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

Katie Bautista
Signature:

July 9, 2024
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

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

I. AESTHETICS: Would the project:

a. Have a substantial adverse effect on a scenic vista? ☐ ☐ ☒ ☐

Discussion: The site is located along Spring Street, the full length of which is identified in the General Plan Conservation Element as a visual corridor, where "Development shall be designed to make a positive visual impression and incorporate/preserve natural features" and "Architectural design of new development on Spring Street shall be compatible with, and incorporate features identified in adopted design guidelines." The adopted Architectural Guidelines for Spring Street are included as Appendix 2 of the Uptown/Town Centre Specific Plan. The Development Plan process is the method by which the review authority bodies of the City make a determination for whether a project is consistent with design guidelines.

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

Discussion: The property is not within nor is it visible from a state scenic highway.

c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? ☐ ☐ ☒ ☐

Discussion: This project is the development of a mixed-use building in an urbanized area within the Uptown/Town Centre Specific Plan, where infill development of both commercial and residential uses is encouraged in the historic . One of the purposes of the specific plan is for "New and remodeled buildings [to] work together to define the pedestrian-oriented space of the public streets within the plan area, and [to be] harmonious with each other and the desired character" of the specific plan area.

The project is adjacent to the Kuehl-Nicolay funeral home located in a red brick Queen Anne Victorian building constructed in 1895 as a residence. The funeral home's parking lot will separate the proposed building from the existing building. To the north is a recently constructed commercial development that includes a large wine country style market building and a Carpenter Gothic style residence constructed in 1890 that has been converted into a restaurant. The church to the west of the project is a well maintained, but not historically or architecturally significant, building.

The Planning Commission and City Council act as the review authority for development review in the City to ensure new projects are consistent with design guidelines including those adopted in the Uptown/Town Centre Specific Plan. The impact of the project on public views with be less than significant.

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

Discussion: The development is a mixed-use building in an urbanized area that will include outdoor lighting mounted to the building and freestanding in the parking lot. The project is located in a commercial district, but is bounded to the west by a residential district. The existing use to the west is a church and its accessory parking lot. To the south is the Kuehl-Nicolay funeral home, a commercial use. The parking lot will be

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

located at the rear of the project; its lighting has the potential to cause light or glare in the area.

The aesthetic impacts of the project as a source of light or glare would be less than significant with the following mitigation measures applied:

Mitigation Measure AES-1: Light fixtures installed by the applicant for the project shall be downcast light with shielding included so the light source is at least 2 inches above the bottom of the shield.

Mitigation Measure AES-2 The applicant shall limit parking lot illumination to no more than 0.5 foot-candles in a uniform pattern (no more than 3:1 (max/min) ratio)[25].

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 site is the redevelopment of a vacant site in an urbanized area and will not have an impact on agricultural resources.

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: The City of Paso Robles does not contain forest land resources.

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

Discussion: The site is located within the city limits of Paso Robles and surrounded by urbanized uses. The project will have no impact on conversion of farmland.

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

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

a. Conflict with or obstruct implementation of the applicable air quality plan? ☐ ☐ ☒ ☐

Discussion: An Air Quality and Greenhouse Gas Impact Assessment was completed in August 2023 by Ambient Air Quality and Noise Consulting for the project (Attachment 3)

The project is consistent with strategies identified in the 2002 San Luis Obispo Air Pollution Control District (SLOAPCD) Clean Air Plan[12] because it " would comply with current building standards pertaining to the promotion of alternative means of transportation, including onsite bicycle parking requirements, as well as measures related to the promotion of alternatively-fueled/electric vehicles. In addition, based on the traffic analysis prepared for this project, implementation of the proposed project would result in overall reductions in regional VMT [vehicle miles traveled]". The City of Paso Robles is a jobs-rich community with approximately "27 percent more jobs than housing units". While the project would provide more jobs than housing units, the "project would result in overall reductions in regional VMT".

The project is consistent with the 2005 SLOAPCD Particulate Matter Report because "particulate emissions generated during construction would not exceed applicable SLOAPCD significance thresholds".

b. 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? ☐ ☐ ☒ ☐

Discussion: The project air quality assessment reports, "the project area typically experiences "good" air quality with the total number of days ranging from 178 to 211 days per year." San Luis Obispo County is a non-attainment area for the state standards for ozone and suspended particulate matter (PM10)[10].

The San Luis Obispo County area is a non-attainment area for the state standards for ozone and suspended particulate matter[12]. The potential for future project development to create adverse air quality impacts falls generally into two categories: short-term (construction-related) and long-term (operational) impacts. The assessment determined the project will not exceed construction or operational air quality significance thresholds as indicated in the following two tables, so will have a less than significant emissions for criteria pollutants.

Construction Emissions

Pollutant	Maximum Daily Emissions 2024	Maximum Daily Emissions 2025	Significance Threshold	Significance Determination
ROG + NO_x	18.75 lb/day	16.01 lb/day	137 lb/day	Less than significant
Diesel PM	1.51 lb/day	0.85 lb/day	7 lb/day	Less than significant
Fugitive Dust PM_{10}	7.88 lb/day (0.36 T/quarter)	0 lb/day	2.5 T/quarter	Less than significant

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

Operational Emissions

Pollutant	Project Average	Significance Threshold	Significance Determination
ROG + NO_x	3.13 lb/day	25 lb/day	Less than significant
Diesel PM	0.06 lb/day	1.25 lb/day	Less than significant
Fugitive Dust PM_{10}	0.65 lb/day	25 lb/day	Less than significant
Carbon Monoxide	5.73 lb/day	550 lb/day	Less than significant

c. Expose sensitive receptors to substantial pollutant concentrations? ☐ ☒ ☐ ☐

Discussion: Sensitive receptors within 1000 feet of the project include residential uses, a day care center, and an elementary school. The nearest residences are on Oak Street and 18th Street , each about 100 feet from the perimeter of the project. Christian Life Center, immediately west of the project, operates a full-time preschool. Glen Speck Elementary School is located on the northwest corner of the intersection of Vine and 17th Streets, while the Marie Bauer Early Education Centeris located on the southeast corner. The project is about 335 feet from the Marie Bauer campus and 650 feet from the Glen Speck campus.

Based on the SLOAPCD map of naturally occurring asbestos, the project is not located near any locally significant deposit, so is not expected to disturb asbestos or create emissions that would impact sensitive receptors.

Short-term fugitive dust emissions are expected during construction activities, which could contribute to a localized concentration of emissions. The following mitigation measures will decrease the impact to less than significant.

Mitigation Measure AQ-1: The applicant shall reduce the amount of disturbed area where possible.

Mitigation Measure AQ-2: During construction activities, the applicant shall use water trucks, SLOAPCD-approved dust suppressants, or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding 20 percent opacity for greater than 3 minutes in any 60-minute period. The applicant shall increase watering frequency whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. The applicant shall use an APCD-approved dust suppressant where possible to reduce the amount of water used for dust control. For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook.

Mitigation Measure AQ-3: The applicant shall spray all dirt stockpile areas daily or cover with tarps or other dust barriers as needed.

Mitigation Measure AQ-4: The applicant shall pave all roadways, driveways, and frontage improvements as soon as possible. The building pad shall be laid as soon as possible after grading unless seeding or soil binders are used.

Mitigation Measure AQ-5: The applicant shall cover all dirt, sand, soil, or other loose materials hauled by truck or shall maintain at least two feet of freeboard (minimum vertical distance between the top of load and top of truck or trailer) in accordance with California Vehicle Code (CVC) Section 23114.

Mitigation Measure AQ-6: During construction the applicant shall install and operate track-out prevention devices (any device or combination of devices that are effective at preventing sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304) at all designated access points so that tracked out soils do not accumulate on paved roadways. The applicant

shall require all employees, subcontractors, and others exiting the project site to use designated access points. Rumble strips, steel plates, and other track out prevention devices shall be periodically cleaned.

Mitigation Measure AQ-7: The applicant shall identify permanent dust control measures in the landscape plan, which shall be implemented as soon as possible following completion of any soil disturbing activities.

Mitigation Measure AQ-8: 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.

Mitigation Measure AQ-9: The applicant shall stabilize all disturbed soil areas not subject to revegetation using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD.

Mitigation Measure AQ-10: The applicant shall limit vehicle speed for all construction vehicles to 15 mph on any unpaved surface on the construction site.

Mitigation Measure AQ-11: The applicant shall sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where possible. Roads shall be pre-wetted prior to sweeping.

Mitigation Measure AQ-12: The applicant shall not burn vegetative material.

Mitigation Measure AQ-13: 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 percent opacity, and to prevent the transport of dust off-site. 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 City of Paso Robles Engineering Department and the SLOAPCD Compliance Division prior to the start of any grading, earthwork, or demolition.

Mitigation Measure AQ-14: All contractors or builders working on the site shall maintain all construction equipment in proper tune according to manufacturer’s specifications.

Mitigation Measure AQ-15: Any heavy-duty (50 horsepower or greater) diesel-fueled construction equipment used by all contractors or builders working on the site shall exceed, at a minimum, ARB's Tier 2 certified engines, or cleaner, off-road heavy-duty diesel engines and comply with State Off-Road Regulations.

Mitigation Measure AQ-16: All contractors or builders working on the site shall not idle any diesel equipment when not in use. The applicant shall post signs in the designated queuing areas and/or job sites to remind drivers and operators of the idling prohibition.

Mitigation Measure AQ-17: To the extent locally available, all contractors or builders working on the site shall use electrified or alternatively powered construction equipment.

Mitigation Measure AQ-18: The applicant shall use low volatile organic compound (VOC) content paints (e.g., 50 grams VOC per liter, or less).

Mitigation Measure AQ-19: To the extent locally available, the applicant shall use prefinished building materials or materials that do not require the onsite application of architectural coatings.

Mitigation Measure AQ-20: The applicant shall meet or exceed California Green Building Standards Code (CALGreen) Tier 2 standards for reducing cement use in concrete mix as allowed by local ordinance and conditions.

Mitigation Measure AQ-21: The applicant shall notify the Paso Robles Joint Unified School District and The Christian Life Center of the potential for increased emissions associated with the project at least 30 days before the start of grading.

Mitigation Measure AQ-22: Ongoing, the project shall not include any backup electrical generation that would exceed APCD air quality thresholds.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☒	☐	☐

Discussion: According to the SLOAPCD, land uses commonly considered to be potential sources of noxious odorous emissions include coffee roasting, food processing and winemaking. The impact will be less than significant with the following mitigation measure incorporated.

Mitigation Measure AQ-23: Ongoing, if any land use with the potential to create noxious odors is proposed on the site, the applicant shall obtain approval from the SLOAPCD for proximity to sensitive receptors.

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?	☐	☐	☐	☒
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

Discussion (a-f): Discussion: The site is a fully disturbed urban lot. The property was previously developed as a gas station and has no vegetation except non-native street trees within the existing sidewalk. The site is currently used as a makeshift parking lot. There are no biological, riparian, or wetland resources on the site.

V. CULTURAL RESOURCES: Would the project:

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

Discussion (a): The site was previously developed as a Chevron gas station constructed in 1963. The station was demolished in 2003. There are no known historical resources on the fully disturbed site.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐

Discussion (b): The site was previously developed including underground storage tanks. No archeological resources have been identified on the site. The potential for a substantial adverse change in the significance of an archaeological resource would be less than significant with incorporation of the following mitigation measure:

Mitigation Measure CUL-1: Should any cultural resources or human remains be identified on the site during construction, the applicant shall stop all work and retain a qualified professional to evaluate the resource and determine appropriate action.

c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion (c): No archeological resources have been identified on the site. Mitigation measure CUL-1 would require work to stop should any cultural resources or human remains be identified on the site during construction.

VI. ENERGY: Would the project:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

Discussion: The project would be subject to green building standards contained in the California Building Code requiring energy efficiency for new development. No wasteful consumption of energy is proposed.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Discussion: The proposed project will not conflict with any adopted plan for renewable energy or energy efficiency.

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

VII. GEOLOGY AND SOILS: Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Discussion: The potential for and mitigation of impacts that may result from fault rupture in the project area are identified and addressed in the EIR for the 2003 update of the General Plan[1]. There are two known nearby fault zones, one on each side of the Salinas River Valley. The Rinconada Fault system runs on the west side of the valley, and grazes the City on its western boundary, but has been inactive for approximately 11,000 years. The San Andreas Fault is on the east side of the valley and is situated about 23 miles northeast of Paso Robles. The City of Paso Robles recognizes these geologic influences in the application of the Uniform Building Code to all new development within the City including the proposed project. There are no Alquist-Priolo Earthquake Fault Zones within City limits.

ii. Strong seismic ground shaking? ☐ ☐ ☒ ☐

Discussion: The 2003 General Plan EIR[2] identified impacts resulting from ground shaking as less than significant and provided mitigation measures that will be incorporated into the design of all construction projects including adequate structural design over active or potentially active faults. Therefore, there are no significant impacts expected from seismic ground shaking.

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

Discussion: The General Plan Safety Element[1] includes Figure S-3, a map of citywide Liquefaction Risk, which classifies the site as moderate risk. A soils report is required for the project, which will address specific onsite liquefaction risks resulting in a less than significant impact.

iv. Landslides? ☐ ☐ ☐ ☒

Discussion: The General Plan Safety Element[1] includes Figure S-4, a map of citywide Landslide Risk. The site has low potential for landslides. Landslides are generally associated with steep slopes and specific geologic formations not found in proximity to the Salinas River. The site is flat. No impact is anticipated.

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

Discussion: The site is flat with loamy soil. The Paso Robles Area Soil Survey Map prepared by the Natural Resources Conservation Service (NRCS) indicates the site's soil is Lockwood shaly loam, which is highly erodible[13]. The project is required to prepare and follow an erosion control plan and stormwater control plan, which will prevent significant erosion from the site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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: According to Geologic Data available on San Luis Obispo County's website, the project is located on Pleistocene alluvial deposits. A soils report is required for the project, which will address specific geologic risks on the property and result in a less than significant impact.

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

Discussion: The Paso Robles Area San Luis Obispo County Soil Survey[13] indicates the Lockwood shaly loam has moderate shrink swell potential. A soils report is required for the project, which will address specific onsite expansive soil risks resulting in a less than significant impact.

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 project is required to connect to the City sewer. A 6-inch sewer main is located in the alley behind the project, and is available for use by the project.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Discussion: No known paleontological resources or unique geological features are known to exist on the site. No impacts are expected.

VIII. 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: An Air Quality and Greenhouse Gas Impact Assessment was completed for the project in August 2023 by Ambient Air Quality and Noise Consulting (Attachment 3).

On August 9, 2023, the SLOAPCD published updated guidance for Greenhouse Gas (GHG) Thresholds[11] that accounts for lower significance thresholds mandated in California since 2012, when SLOAPCD published their SLO County CEQA Air Quality Handbook. According to the updated SLOAPCD guidance, the project is below applicable GHG thresholds resulting in a less than significant impact.

For projects that become operational in 2024, the greenhouse gas bright-line efficiency threshold for residential, commercial, and mixed-use development is 930 MT/year of GHG. The project assessment

indicates the project will generate 195 MT/year of GHG in the year 2024. In 2030, the required GHG efficiency for the project is 650 MT/year, when the project is expected to generate 186 MT/year.

Operational Year	Estimated Project Generated GHG	APCD GHG Significance Threshold	Impact
2024	195 MT CO_{2e} /year	930 MT CO_{2e} /year	Less than Significant
2030	186 MT CO_{2e} /year	650 MT CO_{2e} /year	Less than Significant

The state of California has set a goal of carbon neutrality by 2045. SLOAPCD recommends the following mitigation measures to ensure the project can be readily retrofitted to comply with the 2045 standard:

Mitigation Measure GHG-1: Construct the project with adequate electrical panel capacity to support an all-electric retrofit of the development.

Mitigation Measure GHG-2: Construct the project with appropriate conduit necessary to support the retrofit of the development to meet battery charging needs when transportation is all-electric.

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

Discussion: The project is consistent with the goals and policies of the San Luis Obispo APCD Clean Air Plan[12] and the City of Paso Robles Climate Action Plan including:

San Luis Obispo APCD Clean Air Plan Land Use Planning Strategies

L-1 Planning Compact Communities. The project is located within city limits on an infill site near the downtown in a mixed-use district adjacent to transit.

L-2: Providing for Mixed Land Use. The project includes commercial tenant space, hotel units, and residential units in a vertically mixed-use structure. The project will put both commercial and residential uses in close proximity to both the proposed and existing uses in the vicinity.

L-3 Balancing Jobs and Housing. The project will both create jobs and provide housing including one deed restricted affordable unit.

L-4 Circulation Management. The project is located in the historic downtown where there is a safe and interconnected street system. Spring Street includes sidewalks and adequate width for bicycle traffic. Vine Street, two blocks away includes striped bike lanes.

Paso Robles Climate Action Plan

TL-1.3 Bicycle Parking. The project will include 10 bicycle parking spaces.

TL-2 Pedestrian Network. The project will "provide a pedestrian access network that internally links all users and connects all existing or planned external streets and pedestrian facilities contiguous "minimize barriers to pedestrian access and interconnectivity" because it will make any needed improvements to the adjacent sidewalks and will provide multiple pedestrian paths from the interior of the project to the public sidewalks. Frontage improvements will also include a bulb at the corner of Spring and 18th Streets to improve pedestrian safety.

TL-3 Expand Transit Network. The project will "provide safe and convenient access to public transportation" because the Paso Robles bus system runs routes northbound and southbound on Spring Street. Sidewalks and a pedestrian-activated lighted crosswalk at 17th Street connect the project to the nearest bus stops at the corner of 17th and Spring Streets (northbound) and 19th and Springs Streets (southbound).

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

TL-6 Parking Supply Management. The project utilizes the reduced parking requirement for the Uptown/Town Centre Specific Plan and has requested a reduction in required parking as a concession for providing an affordable housing unit.

TL-8 Infill Development. The project is an infill site with the historic downtown of the City in a mixed use district near transit stops.

S-1.6 Solid Waste Diversion. The project will be required to provide adequate storage for recycle and green waste bins in addition to garbage bins.

T-1 Tree Planting Program. The project will provide additional street trees on both Spring and 18th Streets.

No significant impact is anticipated.

IX. 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 include residential and commercial uses including hotel rooms and winetasting, which are not expected to generate or require the need to transport significant quantities of hazardous materials.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒

Discussion: The project would include residential and commercial uses including hotel rooms and winetasting, which are not expected to generate or utilize significant quantities of hazardous materials. A release of hazardous materials is not reasonably foreseeable.

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 project would include residential and commercial uses including hotel rooms and winetasting, which are not expected to emit or require the handling of acutely hazardous materials, substances, or wastes.

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 property was formerly developed as a Chevron gas station with 4 underground storage tanks for fuel and waste oil. The site was enrolled in the Regional Water Quality Control Board (RWQCB)

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

Leaking Underground Fuel Storage Tank Program in 2003. While the case was open, the leaking tanks, 174 cubic yards of contaminated soil, and 6,300 gallons of groundwater were removed from the site. The RWQCB closed the case on February 26, 2020. The closure letter indicates the cleanup was adequate to protect the public health for use of the site as a public park. The closure letter states, "Residual soil and groundwater pollution may still exist onsite that could pose an unacceptable risk under certain site development activities such as site grading, excavation, or dewatering. The Central Coast Water Board, the local health agency, and the appropriate local planning and building departments must be notified prior to any changes in land use, grading activities, excavation, or dewatering. This notification must include a statement that residual soil and groundwater pollution underlie the property and nearby properties. The levels of residual pollution and any associated risks are expected to reduce with time." The hazard would not pose a significant risk to the public with the following mitigation measure applied:

Mitigation Measure HAZ-1: Before issuance of a grading permit, the applicant shall prepare a soils management plan subject to approval of the City, the Central Coast Regional Water Quality Control Board, and the San Luis Obispo Environmental Health Services Division. Construction activity shall be subject to the requirements of the soils management plan.

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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒

Discussion: The project site is not within the Paso Robles Airport Land Use Plan area nor within 2 miles of a public or public use airport. No impact is anticipated.

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

Discussion: The City of Paso Robles maintains a Multi-Hazard Emergency Response Plan, most recently updated in 2019. The project is on private land adjacent to an arterial road. The project would not interfere with the plan or impede emergency evacuation.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Discussion: The City does not contain any very-high fire severity zones, but is largely surrounded by high fire severity zones according to the State Fire Marshal's 2023 Fire Hazard Severity Zone Map. The site is in an urbanized area and not adjacent to wildlands. The project would not expose people or structures to a significant risk associated with wildfires.

X. HYDROLOGY AND WATER QUALITY: Would the project:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground	☐	☐	☒	☐

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

water quality?

Discussion: The site is an urban infill lot previously developed as a gas station. There are no water courses existing on the property. The project will be subject to stormwater management requirements both during construction and operation. Proposed uses include residential units, hotel units, and retail spaces. Commercial uses would be subject to the City's Industrial Waste Permitting programs including the Fats, Oils and Grease (FOG) Program and the Small Winery and Brewery Program, which regulate discharges from the project to enable the City to comply with the National Pollutant Discharge Elimination System Permit. The project will not have a significant negative impact on water quality or significantly increase industrial waste discharged to the City sewer.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

Discussion: The project site is within City limits and was previously developed as a gas station. The site is not suitable, nor is it currently used for groundwater recharge due to compacted soils.

The 2020 Urban Water Management Plan (UWMP)[6] states, "the City of Paso Robles has relied on groundwater, Salinas River water, and Nacimiento Water Project water for its municipal water supply"… "Recycled water is expected to be available within the next five years." The UWMP plans for the water needs of the City through build out and accounts for residential and commercial uses allowed by zoning in the City including the subject site.

The Paso Robles Area Basin was identified by the California Department of Water Resources as a high priority groundwater basin subject to critical conditions of overdraft[19]. The City is a party to the Groundwater Sustainability Plan for the Paso Robles Groundwater Basin. The plan will bring the groundwater basin into sustainability and City water management includes planning for future development.

The City will have adequate water supply available to serve the site, and will not further deplete or significantly affect, change or increase water demands planned for use in the basin.

The impact of the project would be less than significant.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☐	☒
i) result in a substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) 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; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☐	☒

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

Discussion: The site was previously developed with a gas station and is graded flat with no water features or drainage channels. The site is currently used as an impromptu parking lot; soils are compacted. Development of the site will require the applicant to prepare and follow an erosion control plan and a stormwater management plan, which will prevent significant erosion and stormwater concentration from the site. The property and most of the west side of Paso Robles is in a 500-year flood plain, but the project is consistent with the style of development in the vicinity. The project would have a less than significant impact.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐

Discussion: The project site is in the 500-year floodplain as is most of the west side of Paso Robles. The site is about 70 feet above the Salinas River. The risk of flood is less than significant.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan	☐	☐	☒	☐

Discussion: The 2011 Central Coast Basin Water Quality Control Plan adopted by the Central Coast Regional Water Quality Control Board[18] provides water quality regulations in the region through controls including waste discharge restrictions and stormwater management. Industrial waste discharges from the project will be managed through the City's Industrial Waste program. The City's Urban Water Master Plan[6] is designed to serve all uses anticipated at full buildout. The City is a Groundwater Sustainability Agency for a portion of the Paso Robles Groundwater Subbasin. The commercial uses proposed by the project are consistent with the Paso Robles Subbasin Groundwater Sustainability Plan[21]. The project does not conflict with the applicable water quality control plan not the sustainable groundwater management plan; impacts would be less than significant.

XI. LAND USE AND PLANNING: Would the project:

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

Discussion: The project is an infill site in the historic downtown of Paso Robles, which is served by a gridded and well-connected street network. The project would not divide an established community.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Discussion: The property is in the T3-F zoning district, a mixed-use zone intended to "to preserve the existing character [of the neighborhood], while allowing for higher residential densities and a more diverse use mix than the T-3N zone."[5] In the T3-F, residential uses are permitted, winetasting rooms are conditionally permitted, and hotels are not permitted. The applicant has requested the application of the Resort/Lodging overlay district to the site to allow development of a hotel. The purpose of the overlay is " to provide a means through which the city council (and, through the development review process, the planning commission) can consider and selectively provide appropriate locations [for] resort hotels, motels, bed and breakfast inns, and

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

similar forms of visitor-serving lodging (along with related accessory/ancillary land uses)" based on the "adequacy of streets and highways to handle the anticipated traffic, and compatibility with adjacent and nearby land uses". With application of the Resort/Lodging Overlay, the project will be consistent with land use plans of the City.

XII. MINERAL RESOURCES: Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion (a-b): The only valuable mineral resources identified in the General Plan Conservation Element within City limit are aggregate, sand, and gravel sourced from the Salinas River and Huer Huero Creek. No mineral resources are known to occur on the site.

XIII. NOISE: Would the project result in:

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

Discussion: Operation of the project is subject to the standards of the City Noise Ordinance, which limits sound received by nearby residential uses to 80 dB Lmax (highest measured sound level per hour) in the daytime and 70 dB Lmax at night. The project includes an outdoor courtyard and rooftop patio, which the applicant has described as intended for guests of the hotel. Residential uses to the west and east of the site are screened from noise generated in the courtyard by the towers of the building, however the rooftop patio is not screened to the same extent. The noise impact of the project would be less than significant with application of the following mitigation measures:

Mitigation Measure N-1: The outdoor courtyard and rooftop patio shall be open to tenants of the residential units and hotel units on the property only. Ongoing, amplified music and other nightclub activities shall be prohibited in the outdoor areas of the project unless a noise study is conducted and adequate mitigation is provided to preclude violations of the noise ordinance.

b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Discussion: Groundborne noise and vibration is expected only during construction of the project, however it will be short-lived and only during allowed construction hours (7am and 7pm, Monday-Saturday). The expected impact is less than significant.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
public use airport, would the project expose people residing or working in the project area to excessive noise levels?				

Discussion: The project site is not within the Airport Land Use Plan area. No significant noise impact from the airport is expected.

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

Discussion (a-b): The project is on an infill site near the downtown of the City, where additional housing is encouraged and planned for. The site is currently vacant and the project will not displace existing housing.

The project will not have an unintended or negative impact to population or housing.

XV. PUBLIC SERVICES: Would the project:

a. 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?	☐	☐	☒	☐
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Discussion: Due to its relative small size and the nature of the project (mixed-use with residential, hotel, and retail uses), the project is not expected to significant increase demands on the fire and police departments. No significant increase in demand on schools, parks, and other public facilities is expected. The proposed project is subject to development impact fees and school fees, which address and pay for the incremental increase in demand on public services caused by the project.

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

XVI. RECREATION

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

Discussion (a-b): At one time, the applicant proposed a public park on the project site. This plan has been abandoned. The proposed project includes 8 residential units and 16 hotel units, which will generate an insignificant increase in demand on existing parks, especially the Downtown City Park. No new parks are proposed as a part of the project.

XVII. TRANSPORTATION: Would the project:

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒

Discussion: The project is located in the downtown area of the City, which is served by a gridded circulation system. The project will include upgrades to the curb, gutter, sidewalk, street lighting, street trees, and alley surrounding the project in conformance with adopted engineering standards for the downtown area. Transit routes travel north and south on Spring Street and the project will support transit ridership by locating additional residents, workers, and guests to the City near transit stops.

The project is expected to add 281 daily trips, 17 in the peak morning hour and 33 in the peak PM hour, which is a less than significant impact consistent with the City's 2022 Transportation Impact Analysis Guidelines.

b. Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☒	☐

Discussion: A transportation analysis was completed for the project (Attachment 4), which concluded the project will not have a negative impact on regional vehicle miles traveled (VMT). Utilizing the San Luis Obispo Council of Governments (SLOCOG) Travel Demand Model, the analysis indicates operation of the project reduces regional VMT from 8,991,742 to 8, 991,496, a net decrease of 246 VMT.

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

Discussion: The project is located on a Spring Street, a straight road within a gridded circulation system. Between 2018 and 2022, 4 traffic collisions were reported to the Statewide Integrated Traffic Records System (SWITRS) for the Spring Street/18th Street intersection. The area experiences a relatively significant amount

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

of pedestrian traffic due to nearby businesses and the proximity of the Bauer-Speck Elementary school campus, which will be increased with the project. With the following mitigation measures applied, the project will not have a less than significant impact on transportation hazards:

Mitigation Measure T-1: The applicant shall install a bulb-out on the southwest corner of Spring Street and 18th Street.

Mitigation Measure T-2: The applicant shall remove and restrict parking on the southern side of 18th Street adjacent to the access alley.

Mitigation Measure T-3: The applicant shall replace the existing school warning sign.

Mitigation Measure T-4: The applicant shall install pedestrian warning signs on the southeast corner of Spring Street and 18th Street.

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

Discussion: The project has been reviewed by the City's Department of Emergency Services. The project will not impede emergency access, and is designed in compliance with all emergency access safety features and to City emergency access standards.

XVIII. TRIBAL CULTURAL RESOURCES

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☐	☒	☐
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Discussion: The site is vacant, but was previously developed as a gas station constructed in the 1960's with no undisturbed areas remaining. There are no historical resources or known tribal cultural resources on the site nor is construction likely to uncover resources due to the history of development and disturbance of the

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

site. It is possible a historical or cultural resource may be uncovered during construction of the project. With the following mitigation measure, the impact of the project will be less than significant:

Mitigation Measure CUL-1: Should any cultural resources or human remains be identified on the site during construction, the applicant shall stop all work and retain a qualified professional to evaluate the resource and determine appropriate action.

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

Discussion: The project will have an incremental but individually insignificant impact on listed utilities. Local planning for sewer and water utilities has anticipated a buildout for Paso Robles that includes the potential for a mixed-use development on this site.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

Discussion: The project site is within the City limits and it is zoned to allow for mixed -use development. Local planning for water supplies for buildout of the City include mixed-use development on the site. The proposed use is relatively modest in size, and will not be a substantial user of water.

The City's municipal water supply is composed of groundwater from the Paso Robles Groundwater Basin, an allocation of the Salinas River underflow, and a surface water allocation from the Nacimiento Lake pipeline project. The 2020 Urban Water Management Plan (UWMP)[6] indicates there is adequate capacity to serve all households and commercial users at build out. Water use for this project has been accounted for and therefore impacts to groundwater supplies are less than significant. The applicant will be subject to water connection fees commensurate with the water demand of the project. The fees will account for the incremental increase in citywide water demand created by the project, so the impact will be less than significant

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

Discussion: The project is not a significant water user or wastewater producer; no significant increase in wastewater production is expected. The City's Sewer System Management Plan (SSMP)[7] identifies system upgrades needed to accommodate buildout of the city. Development impact fees and sewer rates are adopted to address the proportionate share of impact of each development project on the sewer system.

d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction	☐	☐	☒	☐

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

goals?

Discussion: The City's Landfill Master Plan[24] indicates the City's landfill has adequate capacity for all projected waste generated within the city until at least 2051. Both construction and residential wastes are subject to diversion requirements for recyclable and compostable materials. The project will be required to provide storage for garbage, recycling, and green waste bins and will not impair the city's ability to attain solid waste reduction goals.

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

Discussion: The proposed project will be required to comply with federal, state, and local management and reduction statutes and regulations.

XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

Discussion: The project is located on an arterial street and will not impair emergency response or evacuation. The General Plan Safety Element identifies the site as urbanized, indicating a low wildfire severity risk. The City's Hazard Mitigation Plan notes there are no very high fire severity zones in the City, but the Salinas River is an area of high concern due to the large number of fires originating there. The project is about 2,000 feet from the Salinas River and will not block or impede access to the river nor to the very-high fire severity zones west of the City.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

Discussion: The project is located on a flat, urban infill site. It will not exacerbate wildfire risks. There is no anticipated impact.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

Discussion: No new wildfire related infrastructure will be installed or need maintenance as a result of the project, which is located on an infill lot near the downtown of the City. No impact is anticipated.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

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

Discussion: The project is located on a flat and stable site. Standard erosion control and stormwater management requirements will prevent the project from creating significant runoff. A soils report will be required before a grading permit is issued for the project to address any limitations of the existing soil on the site, which is not is not located in an area with high risk of landslide. No significant impact is anticipated.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

Discussion: The project is located on an infill site. The project would continue the development pattern established on adjacent properties to the north and south. The site is fully disturbed and does not include habitat or contribute to a migration corridor. The site does not contain significant historical resources or known tribal resources. No impact is anticipated.

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 project is located within the City's limits, on a vacant but previously disturbed site where development has the least potential for significant impacts to the environment. The project will not induce additional development or future projects that would have a significant impact on the environment.

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

Discussion: As mitigated, the project will not have environmental impacts that will cause a substantial adverse impact on human beings. The project is in keeping with both the existing and planned character of the neighborhood in which it is located

FOOTNOTES / 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).

Documents utilized in this analysis and background / explanatory materials:

Reference #	Document Title	Available for Review at:
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446 https://www.prcity.com/313/General-Plan
2	City of Paso Robles Environmental Impact Report for General Plan Update	City of Paso Robles
3	2007 Airport Land Use Plan	https://www.prcity.com/354/Airport-Land-Use-Plan
4	City of Paso Robles Municipal Code	https://library.municode.com/ca/el_paso_de_robles/codes/code_of_ordinances
5	City of Paso Roble Uptown/Town Centre Specific Plan	https://www.prcity.com/362/Uptown-Town-Centre-Specific-Plan
6	City of Paso Robles Urban Water Management Plan 2020	https://www.prcity.com/DocumentCenter/View/32094/Paso-Robles-2020-UWMP-and-WSCP-PDF
7	City of Paso Robles Sewer System Management Plan	https://www.prcity.com/DocumentCenter/View/15356/Sewer-System-Management-Plan-PDF?bidId=
8	City of Paso Robles Standard Conditions of Approval for New Development	City of Paso Robles
9	City of Paso Robles Gateway Plan: Design Standards, 2008	https://www.prcity.com/DocumentCenter/View/14730/Gateway-Plan-Design-Standards-PDF?bidId=
10	City of Paso Robles Climate Action Plan	https://www.prcity.com/DocumentCenter/View/14729/Climate-Action-Plan-PDF
11	San Luis Obispo County Air Pollution Control District CEQA Handbook 2023 GHG Guidance	https://storage.googleapis.com/slocleanair-org/images/cms/upload/files/2023UpdatedSLOCountyAPCDCEQA-GHG_Guidance%26Thresholds-FINAL-StandAloneVersion.pdf

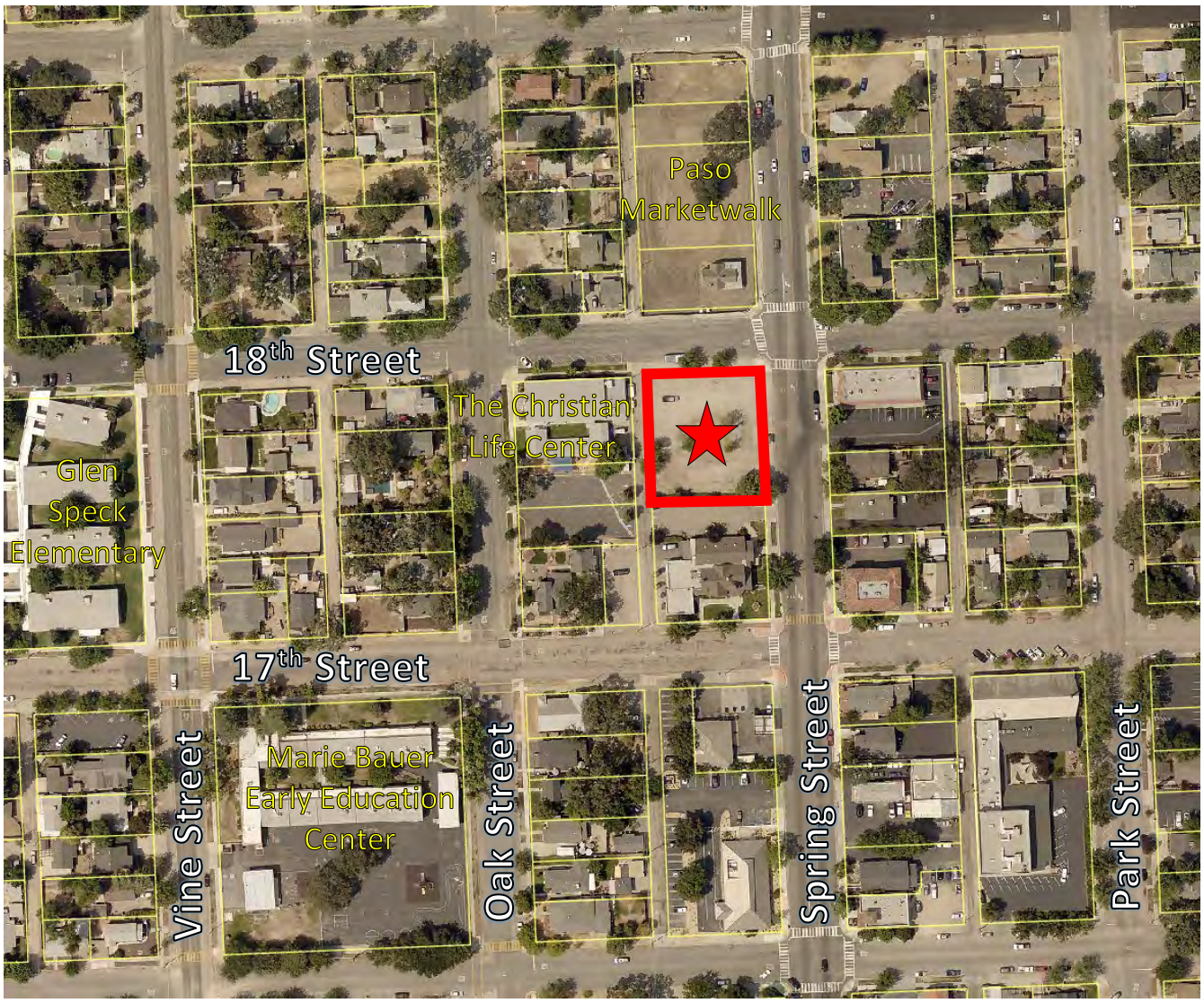
12	San Luis Obispo County Air Pollution Control District Clean Air Plan	https://www.slocleanair.org/rules-regulations/clean-air-plan.php
13	USDA, Natural Resources Conservation Service, Soil Survey of San Luis Obispo County, Paso Robles Area, 1983	https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx
14	Regional Transportation Plan, San Luis Obispo Council of Governments, 2019	https://slocog.org/2019RTP
15	Farmland Mapping and Monitoring Program California Resources Agency	https://www.conservation.ca.gov/dlrp/fmmp
16	Siting, Design, Operation and Maintenance of Onsite Wastewater Treatments Systems (OWTS) Policy California Water Boards	https://www.waterboards.ca.gov/water_issues/programs/owts/
17	Underground Storage Tank Program California Water Boards	https://www.waterboards.ca.gov/water_issues/programs/ust/
18	Water Quality Control Plan for the Central Coast Basin Central Coast Regional Water Quality Control Board	https://www.waterboards.ca.gov/centralcoast/publications_forms/publications/basin_plan/#:~:text=The%20Water%20Quality%20Control%20Plan,including%20surface%20waters%20and%20groundwater.
19	Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Central Coast Regional Water Quality Control Board	https://www.waterboards.ca.gov/centralcoast/water_issues/programs/stormwater/docs/lid/lid_hydromod_charette_index.html
20	Cortese List California Department of Toxic Substance Control	https://www.envirostor.dtsc.ca.gov/public/map/
21	Paso Robles Groundwater Basin Management Plan City of Paso Robles	https://www.prcity.com/DocumentCenter/View/15348/Groundwater-Basin-Management-Plan-PDF?bidId=
22	Purple Belt Plan City of Paso Robles	https://www.prcity.com/DocumentCenter/View/31945/Purple-Belt-Plan-PDF
23	Busch, Lawrence L. and Miller, Russell V. 2011. Updated Mineral Land Classification Map for the Concrete-Grade Aggregates in the San Luis Obispo-Santa Barbara Production-Consumption Region, California – North Half.	Copy on file with the City of Paso Robles
24	Master Plan of Sustainable Opportunities at the Paso Robles Landfill	https://www.prcity.com/DocumentCenter/View/15350/Landfill-Master-Plan-PDF?bidId=
25	Parking Lot Lighting with Improved Uniformity LRC at Rensselaer	https://www.lrc.rpi.edu/programs/solidstate/parkingLotUniformity.asp

Attachments:

1. Vicinity Map
2. Project Plans
3. Air Quality and Greenhouse Gas Assessment Report for the Tobin James Mixed Use Project
4. Transportation Analysis for 1745 Spring Street, Paso Robles
5. Mitigation Monitoring and Reporting Plan

Attachment 1
Vicinity Map

a



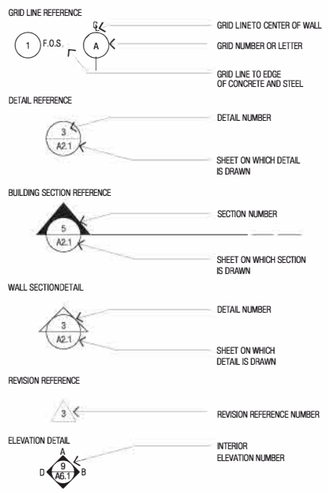
Development Plan & Conditional Use Permit Drawings For:

SPRING STREET MIXED USE

1745 Spring Street, Paso Robles, California, 93446

Attachment 2

Symbols Legend



Deferred Submittals / Separate Permits

1. A SEPARATE ENCROACHMENT PERMIT IS REQUIRED FOR ANY WORK IN THE PUBLIC RIGHT-OF-WAY OR WITHIN CITY EASEMENTS FOR CONNECTIONS TO PUBLIC UTILITIES. WORK REQUIRING AN ENCROACHMENT PERMIT INCLUDES BUT IS NOT LIMITED TO DEMOLITIONS, UTILITIES, WATER, SEWER, FIRE SERVICE LATERALS, CURB, GUTTER, AND SIDEWALK, DRIVEWAY APPROACHES, SIDEWALK UNDER-DRAINS, STORM DRAIN IMPROVEMENTS, STREET TREE PLANTING OR PRUNING, CURB RAMPS, STREET PAVING, AND PEDESTRIAN PROTECTION OR CONSTRUCTION STAGING IN THE RIGHT-OF-WAY.

Plumbing Fixture and Fittings Schedule

FIXTURE TYPE	MAX FLOW RATE	NOTES
SHOWERHEADS	2 GPM @ 80 PSI	
LAVATORY FAUCETS	1.2GPM @ 60PSI	LAVATORY FAUCETS SHALL NOT HAVE A FLOW RATE LESS THAN 0.8 GPM AT 20 PSI
KITCHEN FAUCETS	1.8 GPM @ 60 PSI	
TANK-TYPE WATER CLOSETS	1.28 GALLONS/FLUSH	SINGLE + DUAL FLUSH WATER CLOSETS WITH EFFECTIVE FLUSH OF 1.28 G OR LESS

PLUMBING FIXTURE AND FITTINGS NOTES: PLUMBING FIXTURES AND FITTINGS SHALL MEET THE STANDARDS AND LIMITS FOR INDOOR WATER USE IN CALGREEN 4.303.1

Applicable Governing Codes:

All
2015
2019 CALIFORNIA BUILDING CODE, VOLUMES 1+2 (BASED ON 2018 IBC)
2019 CALIFORNIA ELECTRIC CODE (2017 NEC)
2019 CALIFORNIA MECHANICAL CODE (2018 UMC)
2019 CALIFORNIA PLUMBING CODE (2015 UPC)
2019 CALIFORNIA GREEN BUILDING CODE
CALIFORNIA FIRE CODE (2015 IFC)
CALIFORNIA ENERGY CODE
CITY OF PASO ROBLES MUNICIPAL CODE
CALIFORNIA GOVERMENT CODE SECTIONS 65915 – 65918

Calgreen Mandatory Measures

1. PROJECTS WHICH DISTURB LESS THAN ONE ACRE OF SOIL SHALL MANAGE STORMWATER DURING CONSTRUCTION. WHERE STORM WATER IS CONVEYED TO A PUBLIC DRAINAGE SYSTEM, COLLECTION POINT, GUTTER OR SIMILAR DISPOSAL METHOD, WATER SHALL BE FILTERED BY USE OF A BARRIER SYSTEM, WATTLE OR OTHER METHOD APPROVED BY THE ENFORCING AGENCY. CALGREEN 4.106.2.2
2. WATER CONSERVING PLUMBING FIXTURES AND FITTINGS SHALL BE INSTALLED AND SHALL COMPLY WITH THE PLUMBING FIXTURE AND FITTINGS SCHEDULE ON THIS SHEET. CALGREEN 4.303.3.1
3. AUTOMATIC IRRIGATION SYSTEM CONTROLLERS FOR LANDSCAPING PROMDED BY THE BUILDER AND INSTALLED AT THE TIME OF FINAL INSPECTION SHALL COMPLY WITH THE FOLLOWING:
   1 - CONTROLLERS SHALL BE WEATHER- OR SOIL MOISTURE-BASED CONTROLLERS THAT AUTOMATICALLY ADJUST IRRIGATION IN RESPONSE TO CHANGES IN PLANT WATERING NEEDS AS WEATHER OR SOIL CONDITIONS CHANGE.
   2 - WEATHER-BASED CONTROLLERS WITHOUT INTEGRAL RAIN SENSORS OR COMMUNICATION SYSTEMS THAT ACCOUNT FOR RAINFALL SHALL HAVE A SEPARATE WIRED OR WIRELESS RAIN SENSOR WHICH CONNECTS OR COMMUNICATES WITH THE CONTROLLER(S). CALGREEN 4.304.1
4. ANNULAR SPACES AROUND PIPES, ELECTRIC CABLES, CONDUITS, OR OTHER OPENINGS IN SOLE/BOTTOM PLATES AT EXTERIOR WALLS SHALL BE CLOSED WITH CEMENT MORTAR, CONCRETE MASONRY OR A SIMILAR METHOD ACCEPTABLE TO THE ENFORCING AGENCY TO PREVENT PASSAGE OF RODENTS. CALGREEN 4.406.1.
5. RECYCLE AND/OR SALVAGE FOR REUSE A MINIMUM OF 50% OF THE NONHAZARDOUS CONSTRUCTION AND DEMOLITION WASTE IN ACCORDANCE WITH EITHER SECTION 4.408.2, 4.408.3 OR 4.408.4; OR MEET A MORE STRINGENT LOCAL CONSTRUCTION AND DEMOLITION WASTE MANAGEMENT ORDINANCE. CALGREEN 4.408.1
6. DUCT OPENINGS AND OTHER RELATED AIR DISTRIBUTION COMPONENT OPENINGS SHALL BE COVERED DURING CONSTRUCTION PER CALGREEN 4.504.1.
7. ADHESIVES, SEALANTS AND CAULKS SHALL BE COMPLIANT WITH VOC AND OTHER TOXIC COMPOUND LIMITS PER CALGREEN4.504.2.1.
8. PAINTS, STAINS AND OTHER COATINGS SHALL BE COMPLIANT WITH VOC LIMITS PER CALGREEN 4.504.2.2.
9. AEROSOL PAINTS AND COATINGS SHALL BE COMPLIANT WITH PRODUCT WEIGHTED MIR LIMITS FOR ROC AND OTHER TOXIC COMPOUNDS PER CALGREEN 4.504.2.3.
10. DOCUMENTATION SHALL BE PROVIDED TO VERIFY THAT COMPLIANT VOC LIMIT FINISH MATERIALS HAVE BEEN USED PER CALGREEN 4.504.2.4.
11. CARPET AND CARPET SYSTEMS SHALL BE COMPLIANT WITH VOC LIMITS PER CALGREEN 4.504.3.
12. EIGHTY (80) PERCENT OF FLOOR AREA RECEIVING RESILIENT FLOORING SHALL COMPLYWITH THE VOC EMISSION LIMITS DEFINED IN THE COLLABORATIVE FOR HIGH PERFORMANCE SCHOOLS (CHPS) LOW-EMITTING MATERIALS LIST OR BE CERTIFIED UNDER THE RESILIENT FLOOR COVERINGINSTITUTE (RFCI) FLOORSCORE PROGRAM PER CALGREEN 4.504.4.
13. PARTICLEBOARD, MEDIUM FIBERBOARD (MDF) AND HARDWOOD PLYWOOD USED IN INTERIOR OR EXTERIOR FINISH SYSTEMS SHALL COMPLY WITH LOW FORMALDEHYDE EMISSION STANDARDS PER CALGREEN 4.504.5.
14. VAPOR RETARDER AND CAPILLARY BREAK OF 4" THICK BASE OF ¾" OR LARGER CLEAN AGGREGATE SHALL BE INSTALLED AT SLAB ON GRADE FOUNDATIONS PER CALGREEN 4.505.2.
15. MOISTURE CONTENT OF BUILDING MATERIALS USED IN WALL AND FLOOR FRAMING SHALL BE CHECKED BEFORE ENCLOSURE PER CALGREEN 4.505.3.
16. BATHROOM EXHAUST FANS SHALL BE DUCTED TO TERMINATE OUTSIDE AND BE PROVIDED IN EVERY BATHROOM PER CALGREEN4.506.1.
17. WHOLE HOUSE EXHAUST FANS SHALL HAVE INSULATED LOUVERS OR COVERS WHICH CLOSE WHEN THE FAN IS OFF. COVERS OR LOUVERS SHALL HAVE A MINIMUM INSULATION VALUE OF R-4.2 PER CALGREEN 4.507.1.
18. PER CALGREEN 4.507.2 DUCT SYSTEMS ARE SIZED, DESIGNED, AND EQUIPMENT IS SELECTED USING THE FOLLOWING METHODS:
    1. ESTABLISH HEAT LOSS AND HEAT GAINVALUES ACCORDING TO ACCA (MANUAL J) OR EQUIVALENT.
    2. SIZE DUCT SYSTEMS ACCORDING TO ACCA 26-D (MANUAL D) OR EQUIVALENT.
    3. SELECT HEATING AND COOLING EQUIPMENT ACCORDING TO ACCA 36-S (MANUAL S) OR EQUIVALENT.
19. OPERATION + MAINTENANCE MANUAL TO BE SUPPLIED AT FINAL INSPECTION.
20. MANAGE STORMWATER PER CALGREEN CODE REQUIREMENTS. 4106.2

Parking Analysis

VEHICLE PARKING REQUIRED (PER T-3F ZONE DISTRICT & CALIFORNIA GOVERNMENT CODE SECTIONS 65915 - 65918 *)

COMMERCIAL / RETAIL: 3,346 SF @ 1SP/400 SF	= 8.37 SPACES
RESIDENTIAL: 8 X 1-BEDROOM UNITS @ 1 SPACE / UNIT	= 8.00 SPACES
HOTEL ROOMS: 1 SPACE / ROOM X 16 ROOMS + 1 SP / EMPLOYEE / SHIFT	= 18.00 SPACES
SUB-TOTAL PARKING REQUIRED:	= 34.37 SPACES
PARKING REDUCTION: 66% OF REQUIRED COMMERCIAL SPACES MAY BE USED FOR RESIDENTIAL USES, AS FOLLOWS: 26 COMMERICAL SPACES X 66% REDUCTION = 17.33 SPACE REDUCTION AVAILABLE	
ACTUAL MAXIMUM REDUCTION ALLOWED	=< 8.00> SPACES
TOTAL PARKING REQUIRED:	= 26.37 SPACES REQUIRED

PARKING PROVIDED

STANDARD SPACES	= 8 SPACES
CARPORT SPACES	= 12 SPACES
ADA ACCESSIBLE SPACE (9'x18' + 8' VAN OFFLOAD AREA)	= 1 SPACE
ADDITIONAL 2 SPACES FOR PROVIDING 10 BICYCLE SPACES	= 2 SPACES *
TOTAL PARKING PROVIDED:	= 23 SPACES PROVIDED **

* PURSUANT TO TABLE H5-6 SUB 3, OF THE CITY'S HOUSING ELEMENT
** ADDITIONAL PARKING REDUCTION PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTIONS 65915 - 65918

Occupancy Loading Calculation

OCCUPANT LOADING SHALL BE BASED ON TABLE 1004.1.2. OF THE CBC.

COMMERCIAL / RETAIL	M	3,346 SQ. FT	60 SF / OCCUPANT	56 OCCUPANTS
RESIDENTIAL	R-3	4,488 SQ. FT	200 SF / OCCUPANT	23 OCCUPANTS
HOTEL	R-3	11,252 SQ. FT	200 SF / OCCUPANT	57 OCCUPANTS
			TOTAL OCCUPANT LOAD	136 OCCUPANTS

Project Data

PROJECT DESCRIPTION: CONSTRUCTION OF A NEW MIXED USE PROJECT CONSISTING OF GROUND FLOOR COMMERCIAL LEASE SPACE INCLUDING A WINE TASTING ROOM, A 16-ROOM BOUTIQUE HOTEL, AND (8) ONE-BEDROOM RESIDENTIAL UNITS CONSISTING OF A MIX OF MARKET-RATE AND AFFORDABLE RATE UNITS.

APPLICANT: TOBIN JAMES
5033 VINEYARD DRIVE, PASO ROBLES, CA 93446

SITE / ZONING INFORMATION:

JURISDICTION:	CITY OF PASO ROBLES
STREET ADDRESS:	1745 SPRING STREET, PASO ROBLES, CALIFORNIA 93446
A.P.N:	008-283-012
ZONING:	T-3F FLEX ZONE
DENSITY:	8-12 UNITS / ACRE
LOT SIZE:	21,000 S.F.

SETBACKS:

	REQUIRED	PROPOSED
PRIMARY STREET	15'	15'
SIDE STREET	12'	12'
SIDE YARD	8'	8'
REAR YARD	10'	10'

PROPOSED BUILDING AREA:

	NAME	UNITTYPE	SIZE / AREA
COMMERCIAL / RETAIL	C1	LEASE SPACE	2,011 SF
COMMERCIAL / RETAIL	C2	LEASE SPACE	1,335 SF
HOTEL	H1-H16	HOTEL ROOMS	11,252 SF
RESIDENTIAL	R1	1-BEDROOM	558 SF
RESIDENTIAL	R2	1-BEDROOM	558 SF
RESIDENTIAL	R3	1-BEDROOM	558 SF
RESIDENTIAL	R4	1-BEDROOM	555 SF
RESIDENTIAL	R5	1-BEDROOM	554 SF
RESIDENTIAL	R6	1-BEDROOM	553 SF
RESIDENTIAL	R7	1-BEDROOM	576 SF
RESIDENTIAL	R8	1-BEDROOM	576 SF
CARPORT PARKING		CARPORT PARKING	2,925 SF
STORAGE / HOUSEKEEPING	S1-S8	RES STORAGE / HOUSEKEEPING	791 SF
CIRCULATION		2ND & 3RD FLR WALKWAYS	2,034 SF
TOTAL PROJECT BUILDING AREA:			24,836 SF

COVERAGE: PROPOSED

LOT COVERAGE:	10,921 SQ. FT. (49%)
FLOOR-AREA-RATIO (FAR):	0.49
MINIMUM SITE LANDSCAPING:	10%

BUILDING INFORMATION:

NUMBER OF STORIES:	3 + ROOFDECK
OCCUPANCYGROUP:	COMMERCIAL / RETAIL / RESIDENTIAL
CONSTRUCTION TYPE:	COMMERCIAL / RESIDENTIAL = TYPE V-B
SPRINKLERED:	YES
HEIGHT:	36' ALLOWED (N.I.C. ARCH TOWER / MECHANICAL APPURTANCENS) 35'-6" PROPOSED (39' TO MECH SCREEN; 46'-2" TO ELEV TOWER)
BUILDING AREAS:	SEE TABLE ABOVE

UTILITY INFORMATION:

ELECTRICITY:	PACIFIC GAS & ELECTRIC
NATURAL GAS:	THE GAS COMPANY
WATER:	CITY OF PASO ROBLES
SEWER:	CITY OF PASO ROBLES
TELEPHONE:	AT&T

PLANNING ENTITLEMENTS: CUP REQUIRED FOR WINE-TASTING ROOM

Project Directory

OWNER	TOBIN JAMES 5033 VINEYARD DRIVE PASO ROBLES, CA 93446 PH: 805.674.0791 CONTACT: TOBIN JAMES	MECHANICAL	TBD
ARCHITECT	GARCIA ARCHITECTURE + DESIGN 1308 MONTERREY STREET, SUITE 230 SAN LUIS OBISPO, CA 93401 PH: 805.783.1880 CONTACT: GEORGE F. GARCIA, AIA	PLUMBING	TBD
STRUCTURAL	TBD	ELECTRICAL	TBD
CIVIL	TBD	LANDSCAPE	TBD
FIRE	TBD	SOILS	IBD

Project Notes

1. ALL WORK SHALL BE IN CONFORMANCE WITH THE 2019 EDITIONS OF THE CALIFORNIABUILDING CODES BASED ON THE 2018 IBC, 2018 UMC & 2018 UPC & THE 2019 EDITION OF THE CALIFORNIA ELECTRICAL CODE BASED ON THE 2018 NEC, THE 2019 CALIFORNIA ENERGY CODE (AS AMENDED BY THE STATE OF CALIFORNIAAND THE LOCAL JURISDICTION) AND THE 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE.
2. ANYALL DEFERRED SUBMITIALS SHALL BE REVIEWED BY THE PROJECT ENGINEER PRIOR TO SUBMISSION TO THE BUILDING DEPARTMENT FOR REVIEW AND APPROVAL.
3. ALL WORK LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY OR WITHIN THE JURISDICTION OF THE UTILITIES AND PUBLIC WORKS DEPARTMENTS SHALL COMPLY WITH THE MOST CURRENT EDITION OF THE ENGINEERING STANDARDS AND STANDARD SPECIFICATION. THE CURRENT ADOPTED STANDARDS ARE DATED JANUARY 2016.
4. A SEPARATE ENCROACHMENT PERMIT IS REQUIRED FOR ANY WORK IN THE PUBLIC RIGHT-OF-WAY OR WITHIN CITY EASEMENTS FOR CONNECTIONS TO PUBLIC UTILITIES. WORK REQUIRING AN ENCROACHMENT PERMIT INCLUDES BUT IS NOT LIMITED TO DEMOLITIONS, UTILITIES, WATER, SEWER, AND FIRE SERVICE LATERALS, CURB, GUTTER, AND SIDEWALK, DRIVEWAY APPROACHES, SIDEWALK UNDERDRAINS, STORM DRAIN IMPROVEMENTS, STREET TREE PLANTING OR PRUNING, CURB RAMPS, STREET PAVING, AND PEDESTRIAN PROTECTION OR CONSTRUCTION STAGING IN THE RIGHT-OFWAY.
5. THE PUBLIC IMPROVEMENTS SHALL BE SUBSTANTIALLY COMPLETE TO THE SATISFACTION OF THE PUBLIC WORKS DIRECTOR PRIOR TO FINAL INSPECTION APPROVALS AND/OR OCCUPANCY OF ANY BUILDING.
6. ANY SECTIONS OF DAMAGED OR DISPLACED CURB, GUTTER AND SIDEWALK OR DRIVEWAY APPROACH SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE PUBLIC WORKS DIRECTOR.
7. CONTACT THE PUBLIC WORKS INSPECTION HOTLINE WITH AT LEAST A 48 HOUR NOTICE FOR ANY REQUIRED ENCROACHMENT PERMIT INSPECTION OR FINAL INSPECTION.
8. A TRAFFIC AND PEDESTRIAN CONTROL PLAN SHALL BE SUBMITTED TO THE PUBLIC WORKS DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO ENCROACHMENT PERMIT ISSUANCE.
9. THE ADJOINING STREET SHALL BE CLEANED BY SWEEPING TO REMOVE DIRT, DUST, MUD AND CONSTRUCTION DEBRIS AT THE END OF EACH DAY.
10. EROSION CONTROL MEASURES SHALL BE IMPLEMENTED AND MAINTAINED DURING ALL CONSTRUCTION AND GROUND DISTURBING ACTIVITIES PER THE CITY OF PISMO BEACH
11. TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WHEN PERMANENT IMPROVEMENTS, PLANTINGS AND FACILITIES ARE IN PLACE. TEMPORARY MEASURES SHALL BE REMOVED PRIOR TO FINAL INSPECTION APPROVALS.
12. THE EXISTING SEWER LATERAL SHALL BE TELEVISED AND APPROVED FOR REUSE OR SHALL BE REPAIRED/REPLACED. THE INSPECTION SHALL BE SUBMITTED WITH THE BUILDING PERMIT APPLICATION FOR REVIEW AND APPROVAL BY THE UTILITIES DEPARTMENT PRIOR TO ISSUANCE OF A BUILDING PERMIT.
13. ALL DISTURBED SURFACES SLOPED FOUR HORIZONTAL TO ONE VERTICAL AND GREATER AND AREAS USED TO CONVEY CONCENTRATED DRAINAGE SHALL BE PREPARED AND MAINTAINED TO CONTROL EROSION BY EFFECTIVE PLANTING TO BE COMPLETED NO LATER THAN 30 DAYS PRIOR TO A REQUEST FOR FINAL INSPECTION APPROVAL..
14. PRIOR TO ANY DEMOLITION OR GRADING THE CONTRACTOR SHALL PROTECT ANY TREES ADJACENT TO THE WORK ZONE.
15. THE MANDATORY PROVISIONS OF CALGREEN CHAPTER 4 SHALL BE APPLIED TO ADDITIONS OR ALTERATIONS OF EXISTING RESIDENTIAL BUILDINGS WHERE THE ADDITION OR ALTERATION INCRASES THE BUILDING'S CONDITIONED AREA, VOLUME, OR SIZE. THE REQUIREMENTS SHALL APPLY ONLY TO AND/OR WITHIN THE SPECIFIC AREA OF THE ADDITION OR ALTERATION. CALGREEN 301.1.1
16. OWNER SHALL PROVIDE VERIFICATION OF PROPERTY CORNERS TO THE SATISFACTION OF THE BUILDING INSPECTOR AT THE TIME OF FOUNDATION INSPECTION.
17. A LICENSED SURVEYOR OR ENGINEER SHALL VERIFY PAD ELEVATIONS, FINISH FLOOR ELEVATION, AND SETBACKS PRIOR TO FOUNDATION INSPECTION, AND ROOF ELEVATIONS, PRIOR TO ROOF SHEETING INSPECTION. SUBMIT DOCUMENTATION AND OBTAIN APPROVAL PRIOR TO SUBMITTING REQUEST FOR INSPECTION.
18. PRIOR TO START OF CONSTRUCTION, THE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION CONFERENCE WITH ALL PARTIES INVOLVED AT THE PROJECT SITE TO REVIEW THE SPECIAL INSPECTION REQUIREMENTS, PROCEDURES, AND INDIVIDUAL SPECIAL INSPECTORS THAT WILL BE ASSIGNED TO THE PROJECT, AS WELL AS REQUIREMENTS FOR STRUCTURAL OBSERVATION. CONTRACTOR SHALL CONTACT THE CITY OF PISMO BEACH BUILDING DIVISION TO CONFIRM AN ACCEPTABLE MEETING DATE AND TIME.
19. AT THE CONCLUSION OF THE WORK INCLUDED IN THE PERMIT, THE STRUCTURAL OBSERVER SHALL SUBMIT TO THE BUILDING OFFICIAL A STATEMENT THAT THE SITE VISITS HAVE BEEN MADE + IDENTIFY ANY REPORTED DEFICIENCIES THAT, TO THE BEST OF THE STRUCTURAL OBSERVER'S KNOWLEDGE, HAVE NOT BEEN RESOLVED.

Vicinity Map

Drawing Log

DESCRIPTION	ISSUE DATE	REVISION
100% CONCEPTUAL / CLIENT REVIEW SET	22.0418	
1ST PLANNING ENTITLEMENT SUBMITTAL	22.0504	
OWNER PLAN REVISIONS / REVIEW SET	22.0906	
OWNER PLAN REVISIONS / REVIEW SET	22.0923	
OWNER DESIGN REVISIONS / REVIEW SET	22.1103	OPTION B.4
2ND PLANNING ENTITLEMENT SUBMITTAL SET	22.1118	
3RD PLANNING ENTITLEMENT SUBMITTAL SET	23.0407	
4TH PLANNING ENTITLEMENT SUBMITTAL SET	23.0811	
5TH PLANNING ENTITLEMENT SUBMITTAL SET / ENGINEERING REVISIONS	23.0908	

Sheet Index

Affordable Housing Density Analysis

PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTIONS 65915 - 65918

ALLOWED DENSITY PER T-3F ZONING	6-12 UNITS / ACRE
EXISTING PARCEL SIZE	21,000 SF / 0.4821 AC
BASED DENSITY UNITS ALLOWED: 12 UNITS X 0.4821 AC = 5.78 UNITS (ROUNDS TO)	6 DENSITY UNITS (DU'S)

AFFORDABLE HOUSING DENSITY BONUS CALCULATION

BASED DENSITY ALLOWED PER T-3F ZONING	6 DENSITY UNITS
PROPOSED AFFORDABLE UNITS	1 DENSITYUNIT
% OF AFFORDABILITY: 1 DU / 6 DU = 16.67% AFFORDABLE (ROUNDS TO...)	17% AFFORDABILITY
APPLY 50% DENSITY BONUS FOR (MIN) 15% AFFORDABILITY @ VERY LOW LEVEL	3 ADDITIONAL DU'S *
TOTAL ALLOWED DENSITY: 6 BASE DU'S + 3 DENSITY BONUS DU'S	9 DENSITY UNITS

* DEVELOPER INCENTIVES / CONCESSIONS

ALLOWED DEVELOPER INCENTIVES FOR (MIN) 15% AFFORDABILITY @ VERY LOW	3 INCENTIVES
PROPOSED PROJECT INCENTIVES / EXCEPTIONS:	(1) HEIGHTEXCEPTION (2) PARKING REDUCTION (3) T.B.D.

garcia architecture + design
1308 monterey street, #230
san luis obispo
california 93401
ph: 805.783.1880
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www.garciaarchdesign.com
George Garcia, AIA C-24540

seal:

consultant:

project:

Tobin James Mixed Use
1745 Spring Street
Paso Robles, CA
93446

applicant / owner:

Tobin James
5033 Vineyard Drive
Paso Robles, CA
93446

sheet title:

Title Sheet
Project Data
General Notes

revision:

rev	description	issue date	by
	1ST PLANNING ENTITLEMENT SUBMITTAL SET	220504	
	5TH PLANNING ENTITLEMENT SUBMITTAL SET	230908	

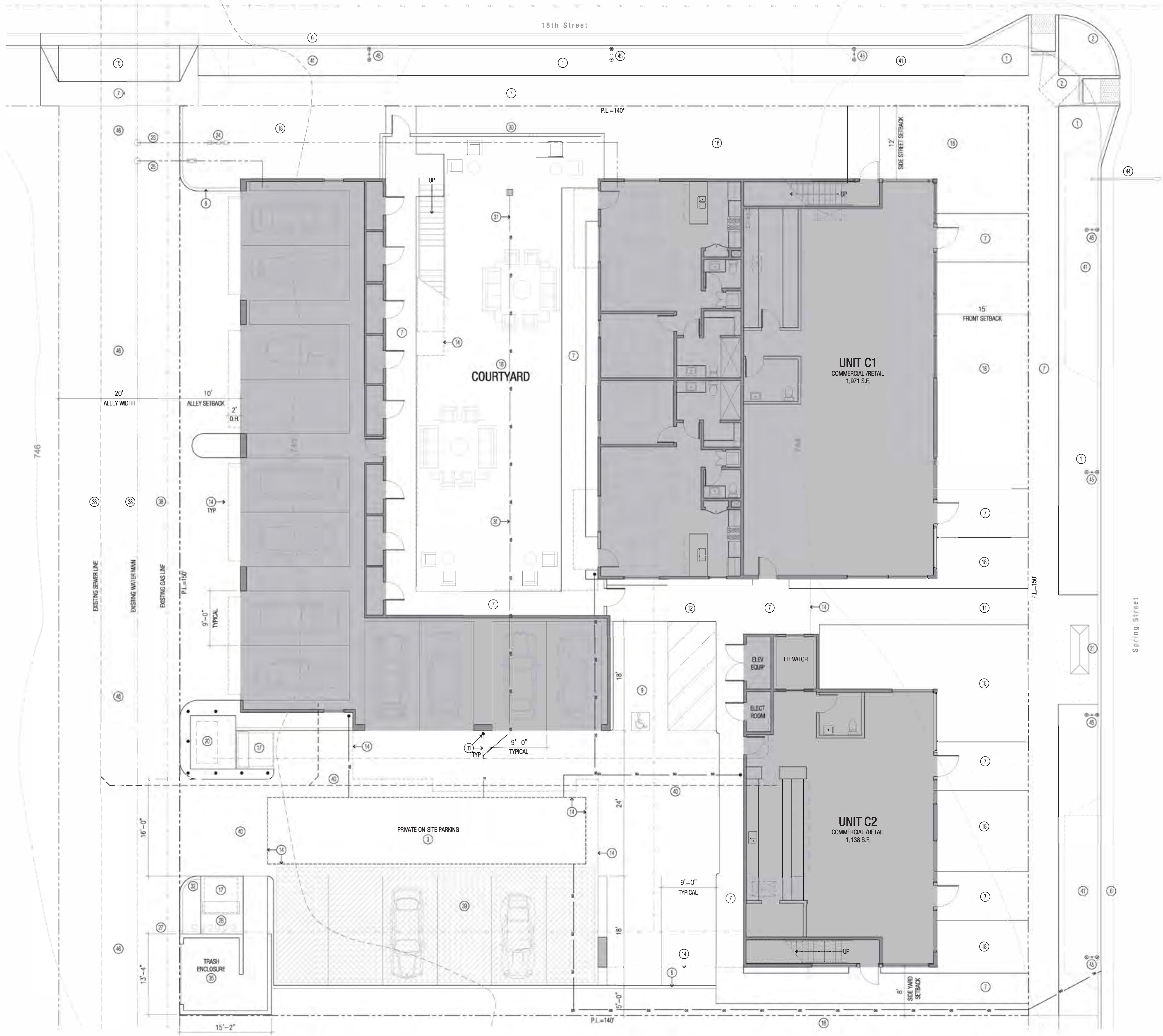
sheet data:

gg+d job no: 2022Q747
CAD file:
drawn by:
plot date:

sheet:

T1.1

Attachment 2



Site Plan / Utility Plan

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

NORTH

Sheet Reference Notes

1. REPLACE EXISTING SIDEWALK, CURB & GUTTER PER CITY PARKWAY STANDARDS
2. REPLACE EXISTING ADA CURB RAMP WITH CITY STANDARD C-11 CURB EXTENSION
3. NEW AC PAVING AREA
4. NEW CONCRETE FLATWORK AREA
5. 4" WIDE WHITE PAVEMENT STRIPING AND /OR PAVEMENT MARKING
6. NEW 6" CONCRETE CURB
7. NEW CONCRETE FLATWORK PER CITY STANDARDS
8. ACCESSIBLE RESTROOM SEE ARCHITECTURAL PLANS
9. ACCESSIBLE PARKING SPACE WITH VAN OFFLOAD AREA
10. ACCESSIBLE PATH OF TRAVEL FROM ACCESSIBLE PARKING SPACE
11. ACCESSIBLE PATH OF TRAVEL FROM PUBLIC R.O.W.
12. ACCESSIBLE PATH OF TRAVEL PER CBC 11B-206.1, 11B-402.1
13. 3' DEEP TACTILE WARNING, TYPICAL. PER CBC 11B-247.1
14. INDICATES LINE OF SOFFIT ABOVE
15. REPLACE EXISTING ALLEY DRIVEWAY APRON PER CITY STANDARD C-5 ALLEY APPROACH
16. INDICATES LINE OF ROOF ABOVE
17. PARKING FOR (5) BICY CLE SPACES VIA 5 SPACE "PEAK" RACK
18. NEW LANDSCAPING AREA
19. PROJECT MONUMENT SIGN
20. NEW PG&E PAD MOUNTED TRANSFORMER AND PAD. LOCATION PER ELECTRICAL ENGINEER. REFER TO PG&E HANDOUT PACKAGE FOR ADDITIONAL INFORMATION.
21. EXISTING BUS STOP SHELTER
22. GAS LINE STUB TO SITE PER CIVIL PLANS, LOCATION TO BE VERIFIED IN FIELD
23. NEW 4" FIRE LINE
24. NEW FIRE DETECTOR CHECK ASSEMBLY (DCA); SCREEN WITH LANDSCAPING PER LANDSCAPE PLAN.
25. NEW 1" WATER METER PER CITY OF PASO ROBLES STANDARDS
26. CITY STREET TREES TO REMAIN
27. P.O.C. FOR NEW BUILDING GAS SERVICE; CONNECT TO GAS METER MANIFOLD ARRAY
28. NEW GAS METER MANIFOLD LOCATION
29. 2" WATER SERVICE, REFER TO PLUMBING PLANS FOR CONTINUATION OF WATER INSIDE BUILDING
30. 6' TALL PRIVACY WALL
31. INDICATES LOCATION OF DOWNSPOUT AND /OR STORM DRAIN LINE TO U.G. STORM WATER STORAGE CHAMBER
32. INSTALL ACCESSIBLE PARKING SIGN AT ENTRANCE TO PARKING LOT, REFER TO ADA / TITLE 22 FOR ADDITIONAL INFORMATION
33. UNDERGROUND STORM WATER STORAGE CHAMBER
34. NEW STORMWATER DRAINAGE BIOSWALE
35. NEW 6' TALL CMU OR CONCRETE TRASH ENCLOSURE W/METAL GATES
36. SECURITY / SAFETY BOLLARDS
37. INDICATES ROLLED / MOUNTABLE CURB
38. EXISTING UTILITIES LOCATED IN ALLEY
39. INDICATES PERMEABLE PAVER / STORMWATER OFFSET AREA
40. NEW SEWER LINE
41. REPLACE EXISTING DRIVEWAY WITH STANDARD CITY SIDEWALK
42. UNDERGROUND STORM WATER STORAGE CHAMBER; SEE C1.1 GRADING & DRAINAGE PLAN
43. NEW STREET TREE; SPACING AND SPECIES PER CITY STANDARDS
44. INSTALL NEW COBRA-HEAD LIGHT STANDARD PER CITY AND PG&E STANDARDS
45. INSTALL NEW DECORATIVE STREET LIGHTS AS SHOWN; FIXTURE TO MATCH FIXTURE AT "PASO WALK" FRONTAGES
46. EXISTING ALLEY TO BE REPAVED TO THE SATISFACTION OF THE CITY ENGINEERING / PUBLIC WORKS DEPARTMENT

Legend

PL	PROPERTY LINE
R	RADIUS
S	SEWER
W	WATER
F	FIRE
U	UTILITIES (WIRE UTILITIES: PG&E, AT&T, CABLE)

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GEORGE F. GARCIA
C 24540
STATE OF CALIFORNIA

consultant:

project:

Tobin James Mixed Use
1745 Spring Street
Paso Robles, CA
93446

applicant / owner:

Tobin James
5033 Vineyard Drive
Paso Robles, CA
93446

sheet title:

Site Plan
Utility Plan

revision:

rev	description	issue date	by
	[illegible]	[illegible]	
	[illegible]	[illegible]	

legal stuff:

sheet data:

ga+d job no: 20220747
CAD file:
drawn by:
plot date:

sheet:

AS1.1

Attachment 2

Landscape Plan

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

NORTH

Preliminary Plant List

	WUCOLS	BOTANICALNAME / COMMONNAME
48" BOX	VL	OLEA EUROPEA WILSONII / MULTI-TRUNK FRUITLESS OLIVE TREE
24"BOX	L	OLEA EUROPEA WILSONII / FRUITLESS OLIVE MULTI-TRUNK

LARGESHRUBS (5 - 15 GAL)	WUCOLS	BOTANICAL NAME / COMMON NAME
	BL	AGAVE HARVARDIANA
	VL	CANDELABRA ALOE / ALOE ARBORESCENS
	L	PITOSPORUM TENUFOLIUM / PITOSPORUM SILVER SHEEN
	VL	ANIGOZANTHOS ORANGE CROSS / ORANGE KANGAROO PAW

SHRUBS (1 - 5 GAL)	WUCOLS	BOTANICAL NAME / COMMON NAME
	L	OLEA EUROPEA MONTRA / OLIVE BUSH
	L	AGAVE SHAWII X ATTENUATA / AGAVE BLUE FLAME
	L	ALOE STRATIATA / CORAL ALOE
	L	ROSEMARINUS OFFICIANALIS TUSCAN BLUE / ROSEMARY
	L	CRASSIFOLIUM COMPACTUM NANA COMPACTA / PITOSPORUM

GROUNDCOVER (1 GAL)	WUCOLS	BOTANICAL NAME / COMMON NAME
A	L	ROSEMARY OFFICIALALIS "PROSTRATUS" / ROSEMARY
B	L	ECHEVERIA "IMBICATA" / HENS & CHICKENS
C	L	ARCTPSTA PHYLOS ITOOKERI / MONTEREY CARPET MANZANITA
D	L	SENECIO TALINOIDES VAR. MARDRALISCAE / CHALKSTICKS
E	L	SENECIO TALINOIDES VAR. MARDRALISCAE / CHALKSTICKS

BIO / INFILTRATION GARDEN	WUCOLS	BOTANICAL NAME / COMMON NAME
1	L	SENECIO TALINOIDES VAR. MARDRALISCAE / CHALKSTICKS
2	L	SENECIO TALINOIDES VAR. MARDRALISCAE / CHALKSTICKS

Sheet Reference Notes

1. OUTLINE OF BUILDING OR ROOF ABOVE
2. NEW AC PAVING OR CONCRETE FLATWORK AREA
3. NEW PERVIOUS PAVERS
4. NEW STREET TREE; SPACING AND SPECIES PER CITY STANDARDS
5. NEW TRASH ENCLOSURE

General Notes

1. PLANT FACTORS ARE BASED ON WUCOLS LATEST EDITION, ADJUSTED FOR LOCAL CLIMATEAND SOIL TYPE.
2. ALL AREAS WITHOUT PLANTED GROUNDCOVER SHALL RECEIVE 2" MIN. OF CRUSHED GRAVEL OR D.G.
3. IRRIGATION SYSTEM CONTROLLERS SHALL BE WEATHER BASED.
4. SPRAY HEADS SHALL BE ADJUSTED TO ELIMINATE ANY OVER-SPRAY AND RUNOFF FROM ADJACENT IMPERVIOUS SURFACES.

Legend

GAL	GALLON (CONTAINER SIZE)
WUCOLS	WATER USE CLASSIFICATION OF LANDSCAPE SPECIES
L	LOW WATER USAGE PER WUCOLS
VL	VERYLOW WATER USAGE PER WUCOLS
NCN	NO COMMON NAME

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sheet title:
Landscape Plan

revision:

legal stuff:

sheet data:
ga+d job no: 20220747
CAD file:
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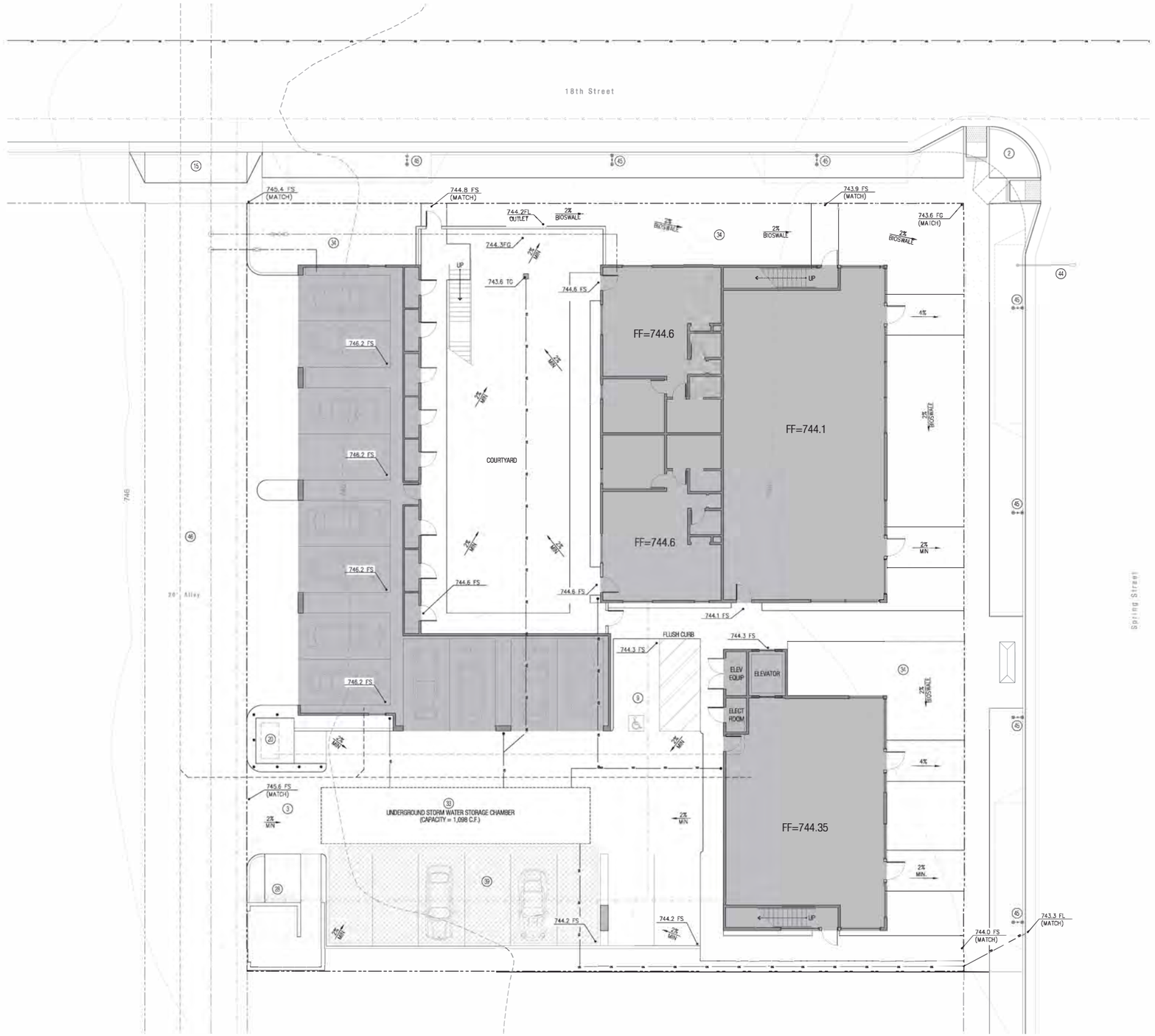
plot date:

sheet:

L1.1



Preliminary Grading & Drainage Plan

SCALE: 1" = 10'-0"

NORTH

0 5 10 20

Sheet Reference Notes

1. REPLACE EXISTING SIDEWALK, CURB & GUTTER PER CITY PARKWAY STANDARDS
2. REPLACE EXISTING ADA CURB RAMP WITH CITY STANDARD C-11 CURB EXTENSION
3. NEW AC PAVING AREA
4. NEW CONCRETE FLATWORK AREA
5. 4" WIDE WHITE PAVEMENT STRIPING AND/OR PAVEMENT MARKING
6. NEW 6" CONCRETE CURB
7. NEW CONCRETE FLATWORK PER CITY STANDARDS
8. ACCESSIBLE RESTROOM SEE ARCHITECTURAL PLANS
9. ACCESSIBLE PARKING SPACE WITH VAN OFFLOAD AREA
10. ACCESSIBLE PATH OF TRAVEL FROM ACCESSIBLE PARKING SPACE
11. ACCESSIBLE PATH OF TRAVEL FROM PUBLIC R.O.W.
12. ACCESSIBLE PATH OF TRAVEL PER CBC 11B-206.1, 11B-402.1
13. 3" DEEP TACTILE WARNING, TYPICAL. PER CBC 11B-247.1
14. INDICATES LINE OF SOFFIT ABOVE
15. REPLACE EXISTING ALLEY DRIVEWAY APRON PER CITY STANDARD C-5 ALLEY APPROACH
16. INDICATES LINE OF ROOF ABOVE
17. PARKING FOR (5) BICY CLE SPACES VIA 5 SPACE "PEAK" RACK
18. NEW LANDSCAPING AREA
19. PROJECT MONUMENT SIGN
20. NEW PG&E PAD MOUNTED TRANSFORMER AND PAD. LOCATION PER ELECTRICAL ENGINEER. REFER TO PG&E HANDOUT PACKAGE FOR ADDITIONAL INFORMATION.
21. EXISTING BUS STOP SHELTER
22. GAS LINE STUB TO SITE PER CIVIL PLANS, LOCATION TO BE VERIFIED IN FIELD
23. NEW 4" FIRE LINE
24. NEW FIRE DETECTOR CHECK ASSEMBLY (DCA); SCREEN WITH LANDSCAPING PER LANDSCAPE PLAN.
25. NEW 1" WATER METER PER CITY OF PASO ROBLES STANDARDS
26. CITY STREET TREES TO REMAIN
27. P.O.C. FOR NEW BUILDING GAS SERVICE; CONNECT TO GAS METER MANIFOLD ARRAY
28. NEW GAS METER MANIFOLD LOCATION
29. 2" WATER SERVICE, REFER TO PLUMBING PLANS FOR CONTINUATION OF WATER INSIDE BUILDING
30. 6' TALL PRIVACY WALL
31. INDICATES LOCATION OF DOWNSPOUT AND /OR STORM DRAIN LINE TO U.G. STORM WATER STORAGE CHAMBER
32. INSTALL ACCESSIBLE PARKING SIGN AT ENTRANCE TO PARKING LOT, REFER TO ADA / TITLE 22 FOR ADDITIONAL INFORMATION
33. UNDERGROUND STORM WATER STORAGE CHAMBER
34. NEW STORMWATER DRAINAGE BIOSWALE
35. NEW 6' TALL CMU OR CONCRETE TRASH ENCLOSURE W/METAL GATES
36. SECURITY / SAFETY BOLLARDS
37. INDICATES ROLLED / MOUNTABLE CURB
38. EXISTING UTILITIES LOCATED IN ALLEY
39. INDICATES PERMEABLE PAVER / STORMWATER OFFSET AREA
40. NEW SEWER LINE
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Stormwater Requirements

EXISTING PROJECT SITE AREA: 21,000 S.F. / 0.48 ACRES
WMZ: 4
EXISTING IMPERVIOUS AREA: 0 S.F. / 0 ACRES
EXISTING PERVIOUS AREA: 21,000 S.F. / 0.48 ACRES

NEW ON-SITE PERVIOUS AREA: 10,366 S.F.
NEW OFF-SITE (REPLACEMENT) IMPERVIOUS AREA: 4,270 S.F.

PR1 - SITE DESIGN + RUNOFF REDUCTION

PR2 - WATER QUALITY TREATMENT
LID RETENTION
85TH PERCENTILE: = 0.9"
TOTAL ON+OFF SITE IMPERVIOUS AREA = 14,636 S.F. ... PCR-2 LEVEL REQUIRED

REQD. VOLUME = 14,636 S.F. X 0.9" = 1,098 C.F.

General Site Notes

1. GRADE SHALL SLOPE A MINIMUM OF 5% FOR A DISTANCE OF 10' AWAY FROM NEW BUILDING FOOTPRINT OR 2% WHEN SURFACE IS IMPERVIOUS.

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sheet title:
Prelim Grading & Drainage Plan

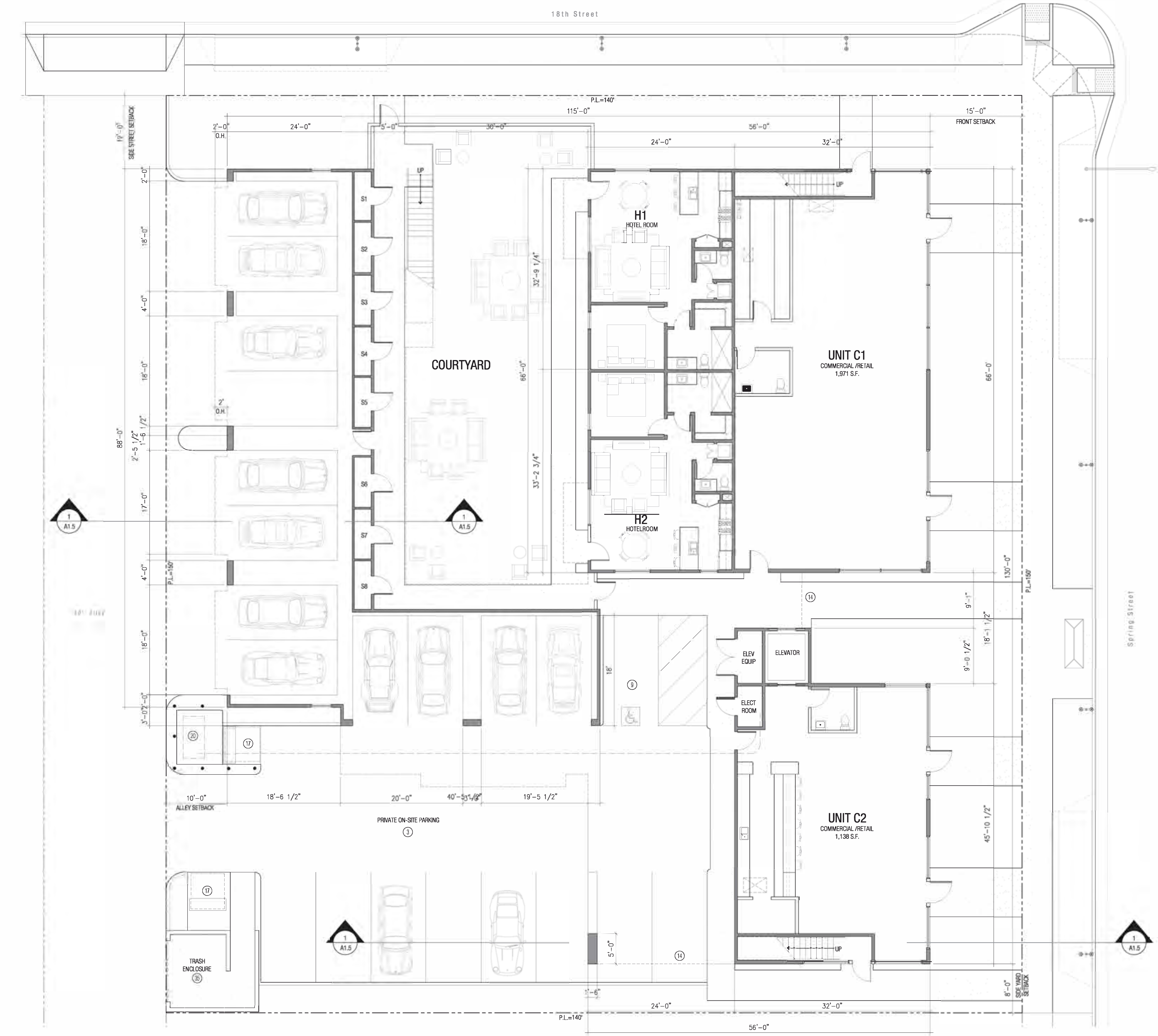
revision:

rev	description	issue date	by
1	1ST PLANNING SUBMITTAL SET	07/08/24	
2	2ND PLANNING SUBMITTAL SET	10/07/24	

sheet data:
gg+d job no: 2022o747
CAD file:
drawn by:
plot date:

sheet:
C1.1

Attachment 2



First Floor Plan
SCALE: 1/8" = 1'-0"

Sheet Reference Notes

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2. REPLACE EXISTING ADA CURB RAMP WITH CITY STANDARD C-11 CURB EXTENSION
3. NEW AC PAVING AREA
4. NEW CONCRETE FLATWORK AREA
5. 4" WIDE WHITE PAVEMENT STRIPING AND /OR PAVEMENT MARKING
6. NEW 6" CONCRETE CURB
7. NEW CONCRETE FLATWORK PER CITY STANDARDS
8. ACCESSIBLE RESTROOM SEE ARCHITECTURAL PLANS
9. ACCESSIBLE PARKING SPACE WITH VAN OFFLOAD AREA
10. ACCESSIBLE PATH OF TRAVEL FROM ACCESSIBLE PARKING SPACE
11. ACCESSIBLE PATH OF TRAVEL FROM PUBLIC R.O.W.
12. ACCESSIBLE PATH OF TRAVEL PER CBC 11B-206.1, 11B-402.1
13. 3' DEEP TACTILE WARNING, TYPICAL. PER CBC 11B-247.1
14. INDICATES LINE OF SOFFIT ABOVE
15. REPLACE EXISTING ALLEY DRIVEWAY APRON PER CITY STANDARD C-5 ALLEY APPROACH
16. INDICATES LINE OF ROOF ABOVE
17. PARKING FOR (5) BICYCLE SPACES VIA 5 SPACE "PEAK" RACK
18. NEW LANDSCAPING AREA
19. PROJECT MONUMENT SIGN
20. NEW PG&E PAD MOUNTED TRANSFORMER AND PAD. LOCATION PER ELECTRICAL ENGINEER. REFER TO PG&E HANDOUT PACKAGE FOR ADDITIONAL INFORMATION.
21. EXISTING BUS STOP SHELTER
22. GAS LINE STUB TO SITE PER CIVIL PLANS, LOCATION TO BE VERIFIED IN FIELD
23. NEW 4" FIRE LINE
24. NEW FIRE DETECTOR CHECK ASSEMBLY (DCA); SCREEN WITH LANDSCAPING PER LANDSCAPE PLAN.
25. NEW 1" WATER METER PER CITY OF PASO ROBLES STANDARDS
26. CITY STREET TREES TO REMAIN
27. P.O.C. FOR NEW BUILDING GAS SERVICE; CONNECT TO GAS METER MANIFOLD ARRAY
28. NEW GAS METER MANIFOLD LOCATION
29. 2" WATER SERVICE, REFER TO PLUMBING PLANS FOR CONTINUATION OF WATER INSIDE BUILDING
30. 6' TALL PRIVACYWALL
31. INDICATES LOCATION OF DOWNSPOUT AND /OR STORM DRAIN LINE TO U.G. STORM WATER STORAGE CHAMBER
32. INSTALL ACCESSIBLE PARKING SIGN AT ENTRANCE TO PARKING LOT, REFER TO ADA / TITLE 22 FOR ADDITIONAL INFORMATION
33. UNDERGROUND STORM WATER STORAGE CHAMBER
34. NEW STORMWATER DRAINAGE BIOSWALE
35. NEW 6' TALL CMU OR CONCRETE TRASH ENCLOSURE W/METAL GATES
36. SECURITY / SAFETY BOLLARDS
37. INDICATES ROLLED / MOUNTABLE CURB
38. EXISTING UTILITIES LOCATED IN ALLEY
39. INDICATES PERMEABLE PAVER / STORMWATER OFFSET AREA
40. NEW SEWER LINE
41. REPLACE EXISTING DRIVEWAY WITH STANDARD CITY SIDEWALK
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Legend

PL	PROPERTYLINE
R	RADIUS
S	SEWER
W	WATER
F	FIRE
U	UTILITIES (WIRE UTILITIES: PG&E, AT&T, CABLE)

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applicant / owner:
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sheet title:
1st Floor Plan

revision:

rev	description	issue date	by
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	[illegible]	[illegible]	

sheet data:
ga+d job no: 20220747
CAD file:
drawn by:
plot date:

sheet:
A1.1

Attachment 2

Second Floor Plan

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

Sheet Reference Notes

1. REPLACE EXISTING SIDEWALK, CURB & GUTTER PER CITY PARKWAY STANDARDS
2. REPLACE EXISTING ADA CURB RAMP WITH CITY STANDARD C-11 CURB EXTENSION
3. NEW AC PAVING AREA
4. NEW CONCRETE FLATWORK AREA
5. 4" WIDE WHITE PAVEMENT STRIPING AND/OR PAVEMENT MARKING
6. NEW 6" CONCRETE CURB
7. NEW CONCRETE FLATWORK PER CITY STANDARDS
8. ACCESSIBLE RESTROOM SEE ARCHITECTURAL PLANS
9. ACCESSIBLE PARKING SPACE WITH VAN OFFLOAD AREA
10. ACCESSIBLE PATH OF TRAVEL FROM ACCESSIBLE PARKING SPACE
11. ACCESSIBLE PATH OF TRAVEL FROM PUBLIC R.O.W.
12. ACCESSIBLE PATH OF TRAVEL PER CBC 11B-206.1, 11B-402.1
13. 3' DEEP TACTILE WARNING, TYPICAL. PER CBC 11B-247.1
14. INDICATES LINE OF SOFFIT ABOVE
15. REPLACE EXISTING ALLEY DRIVEWAY APRON PER CITY STANDARD C-5 ALLEY APPROACH
16. INDICATES LINE OF ROOF ABOVE
17. PARKING FOR (5) BICY CLE SPACES VIA 5 SPACE "PEAK" RACK
18. NEW LANDSCAPING AREA
19. PROJECT MONUMENT SIGN
20. NEW PG&E PAD MOUNTED TRANSFORMER AND PAD. LOCATION PER ELECTRICAL ENGINEER. REFER TO PG&E HANDOUT PACKAGE FOR ADDITIONAL INFORMATION.
21. EXISTING BUS STOP SHELTER
22. GAS LINE STUB TO SITE PER CIVIL PLANS, LOCATION TO BE VERIFIED IN FIELD
23. NEW 4" FIRE LINE
24. NEW FIRE DETECTOR CHECK ASSEMBLY (DCA); SCREEN WITH LANDSCAPING PER LANDSCAPE PLAN.
25. NEW 1" WATER METER PER CITY OF PASO ROBLES STANDARDS
26. CITY STREET TREES TO REMAIN
27. P.O.C. FOR NEW BUILDING GAS SERVICE; CONNECT TO GAS METER MANIFOLD ARRAY
28. NEW GAS METER MANIFOLD LOCATION
29. 2" WATER SERVICE, REFER TO PLUMBING PLANS FOR CONTINUATION OF WATER INSIDE BUILDING
30. 6' TALL PRIVACY WALL
31. INDICATES LOCATION OF DOWNSPOUT AND/OR STORM DRAIN LINE TO U.G. STORM WATER STORAGE CHAMBER
32. INSTALL ACCESSIBLE PARKING SIGN AT ENTRANCE TO PARKING LOT, REFER TO ADA / TITLE 22 FOR ADDITIONAL INFORMATION
33. UNDERGROUND STORM WATER STORAGE CHAMBER
34. NEW STORMWATER DRAINAGE BIOSWALE
35. NEW 6' TALL CMU OR CONCRETE TRASH ENCLOSURE W/METAL GATES
36. SECURITY / SAFETY BOLLARDS
37. INDICATES ROLLED / MOUNTABLE CURB
38. EXISTING UTILITIES LOCATED IN ALLEY
39. INDICATES PERMEABLE PAVER / STORMWATER OFFSET AREA
40. NEW SEWER LINE
41. REPLACE EXISTING DRIVEWAY WITH STANDARD CITY SIDEWALK
42. UNDERGROUND STORM WATER STORAGE CHAMBER; SEE C1.1 GRADING & DRAINAGE PLAN
43. NEW STREET TREE; SPACING AND SPECIES PER CITY STANDARDS
44. INSTALL NEW COBRA-HEAD LIGHT STANDARD PER CITY AND PG&E STANDARDS
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46. EXISTING ALLEY TO BE REPAVED TO THE SATISFACTION OF THE CITY ENGINEERING / PUBLIC WORKS DEPARTMENT

Legend

PL	PROPERTY LINE
R	RADIUS
S	SEWER
W	WATER
F	FIRE
U	UTILITIES (WIRE UTILITIES: PG&E, AT&T, CABLE)

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Tobin James Mixed Use
1745 Spring Street
Paso Robles, CA
93446

applicant / owner:

Tobin James
5033 Vineyard Drive
Paso Robles, CA
93446

sheet title:

2nd Floor Plan

revision:

legal stuff:

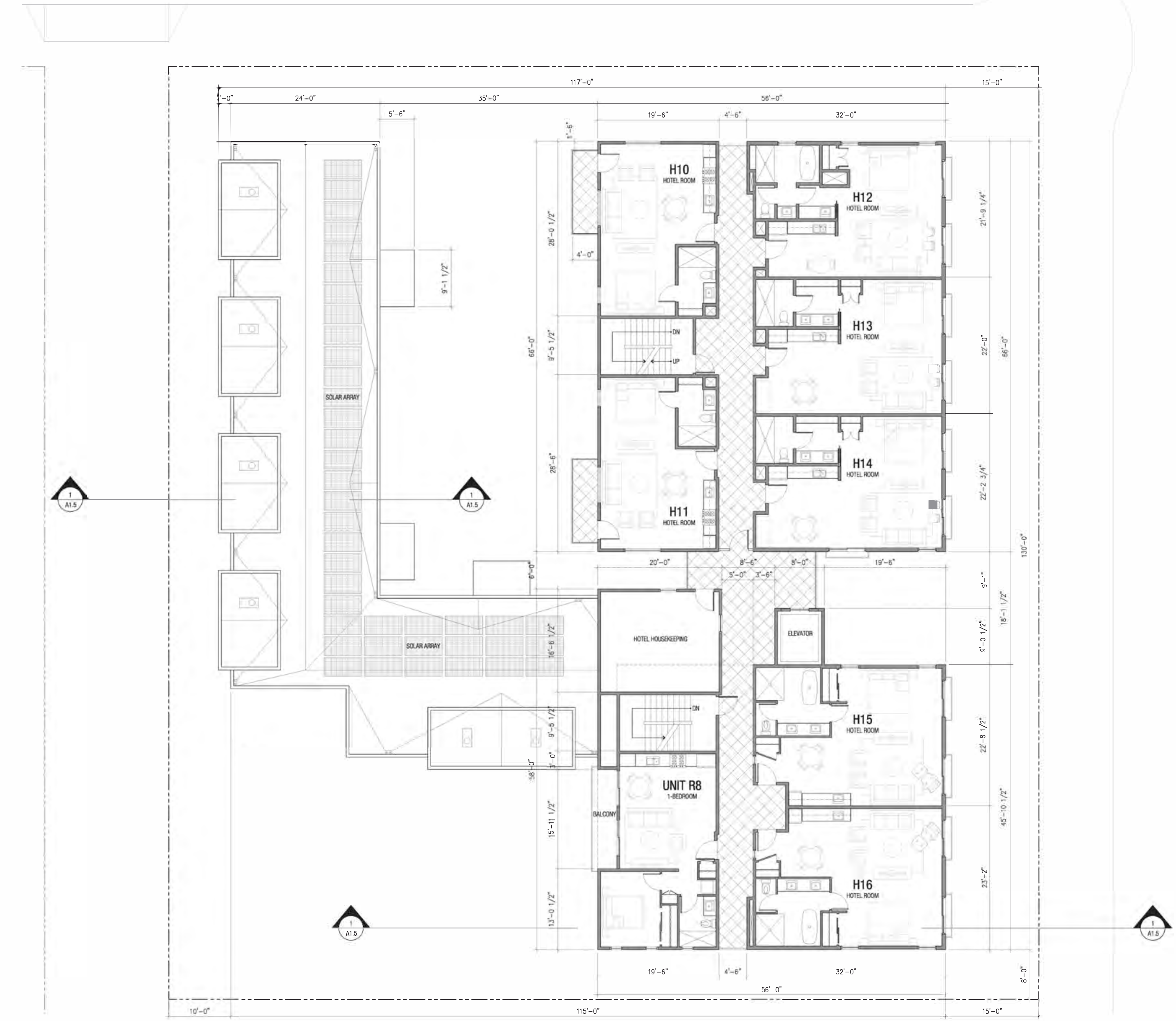
sheet data:

ga+d job no: 20220747
CAD file:
drawn by:
plot date:

sheet:

A1.2

Attachment 2



Third Floor Plan

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

Sheet Reference Notes

1. REPLACE EXISTING SIDEWALK, CURB & GUTTER PER CITY PARKWAY STANDARDS
2. REPLACE EXISTING ADA CURB RAMP WITH CITY STANDARD C-11 CURB EXTENSION
3. NEW AC PAVING AREA
4. NEW CONCRETE FLATWORK AREA
5. 4" WIDE WHITE PAVEMENT STRIPING AND /OR PAVEMENT MARKING
6. NEW 6" CONCRETE CURB
7. NEW CONCRETE FLATWORK PER CITY STANDARDS
8. ACCESSIBLE RESTROOM SEE ARCHITECTURAL PLANS
9. ACCESSIBLE PARKING SPACE WITH VAN OFFLOAD AREA
10. ACCESSIBLE PATH OF TRAVEL FROM ACCESSIBLE PARKING SPACE
11. ACCESSIBLE PATH OF TRAVEL FROM PUBLIC R.O.W.
12. ACCESSIBLE PATH OF TRAVEL PER CBC 11B-206.1, 11B-402.1
13. 3' DEEP TACTILE WARNING, TYPICAL. PER CBC 11B-247.1
14. INDICATES LINE OF SOFFIT ABOVE
15. REPLACE EXISTING ALLEY DRIVEWAY APRON PER CITY STANDARD C-5 ALLEY APPROACH
16. INDICATES LINE OF ROOF ABOVE
17. PARKING FOR (5) BICYCLE SPACES VIA 5 SPACE "PEAK" RACK
18. NEW LANDSCAPING AREA
19. PROJECT MONUMENT SIGN
20. NEW PG&E PAD MOUNTED TRANSFORMER AND PAD. LOCATION PER ELECTRICAL ENGINEER. REFER TO PG&E HANDOUT PACKAGE FOR ADDITIONAL INFORMATION.
21. EXISTING BUS STOP SHELTER
22. GAS LINE STUB TO SITE PER CIVIL PLANS, LOCATION TO BE VERIFIED IN FIELD
23. NEW 4" FIRE LINE
24. NEW FIRE DETECTOR CHECK ASSEMBLY (DCA); SCREEN WITH LANDSCAPING PER LANDSCAPE PLAN.
25. NEW 1" WATER METER PER CITY OF PASO ROBLES STANDARDS
26. CITY STREET TREES TO REMAIN
27. P.O.C. FOR NEW BUILDING GAS SERVICE; CONNECT TO GAS METER MANIFOLD ARRAY
28. NEW GAS METER MANIFOLD LOCATION
29. 2" WATER SERVICE, REFER TO PLUMBING PLANS FOR CONTINUATION OF WATER INSIDE BUILDING
30. 6' TALL PRIVACYWALL
31. INDICATES LOCATION OF DOWNSPOUT AND /OR STORM DRAIN LINE TO U.G. STORM WATER STORAGE CHAMBER
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33. UNDERGROUND STORM WATER STORAGE CHAMBER
34. NEW STORMWATER DRAINAGE BIOSWALE
35. NEW 6' TALL CMU OR CONCRETE TRASH ENCLOSURE W/METAL GATES
36. SECURITY / SAFETY BOLLARDS
37. INDICATES ROLLED / MOUNTABLE CURB
38. EXISTING UTILITIES LOCATED IN ALLEY
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applicant / owner:
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sheet title:
3rd Floor Plan

revision:

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	[illegible]	[illegible]	

sheet data:
ga+d job no: 20220747
CAD file:
drawn by:
plot date:

sheet:
A1.3

Sheet Reference Notes

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12. ACCESSIBLE PATH OF TRAVEL PER CBC 11B-206.1, 11B-402.1
13. 3" DEEP TACTILE WARNING, TYPICAL. PER CBC 11B-247.1
14. INDICATES LINE OF SOFFIT ABOVE
15. REPLACE EXISTING ALLEY DRIVEWAY APRON PER CITY STANDARD C-5 ALLEY APPROACH
16. INDICATES LINE OF ROOF ABOVE
17. PARKING FOR (5) BICYCLE SPACES VIA 5 SPACE "PEAK" RACK
18. NEW LANDSCAPING AREA
19. PROJECT MONUMENT SIGN
20. NEW PG&E PAD MOUNTED TRANSFORMER AND PAD. LOCATION PER ELECTRICAL ENGINEER. REFER TO PG&E HANDOUT PACKAGE FOR ADDITIONAL INFORMATION.
21. EXISTING BUS STOP SHELTER
22. GAS LINE STUB TO SITE PER CIVIL PLANS, LOCATION TO BE VERIFIED IN FIELD
23. NEW 4" FIRE LINE
24. NEW FIRE DETECTOR CHECK ASSEMBLY (DCA); SCREEN WITH LANDSCAPING PER LANDSCAPE PLAN.
25. NEW 1" WATER METER PER CITY OF PASO ROBLES STANDARDS
26. CITY STREET TREES TO REMAIN
27. P.O.C. FOR NEW BUILDING GAS SERVICE; CONNECT TO GAS METER MANIFOLD ARRAY
28. NEW GAS METER MANIFOLD LOCATION
29. 2" WATER SERVICE, REFER TO PLUMBING PLANS FOR CONTINUATION OF WATER INSIDE BUILDING
30. 6' TALL PRIVACYWALL
31. INDICATES LOCATION OF DOWNSPOUT AND /OR STORM DRAIN LINE TO U.G. STORM WATER STORAGE CHAMBER
32. INSTALL ACCESSIBLE PARKING SIGN AT ENTRANCE TO PARKING LOT, REFER TO ADA / TITLE 22 FOR ADDITIONAL INFORMATION
33. UNDERGROUND STORM WATER STORAGE CHAMBER
34. NEW STORMWATER DRAINAGE BIOSWALE
35. NEW 6' TALL CMU OR CONCRETE TRASH ENCLOSURE W/METAL GATES
36. SECURITY / SAFETY BOLLARDS
37. INDICATES ROLLED / MOUNTABLE CURB
38. EXISTING UTILITIES LOCATED IN ALLEY
39. INDICATES PERMEABLE PAVER / STORMWATER OFFSET AREA
40. NEW SEWER LINE
41. REPLACE EXISTING DRIVEWAY WITH STANDARD CITY SIDEWALK
42. UNDERGROUND STORM WATER STORAGE CHAMBER; SEE C1.1 GRADING & DRAINAGE PLAN
43. NEW STREET TREE; SPACING AND SPECIES PER CITY STANDARDS
44. INSTALL NEW COBRA-HEAD LIGHT STANDARD PER CITY AND PG&E STANDARDS
45. INSTALL NEW DECORATIVE STREET LIGHTS AS SHOWN; FIXTURE TO MATCH FIXTURE AT "PASO WALK" FRONTAGES
46. EXISTING ALLEY TO BE REPAVED TO THE SATISFACTION OF THE CITY ENGINEERING / PUBLIC WORKS DEPARTMENT

Legend

PL	PROPERTY LINE
R	RADIUS
S	SEWER
W	WATER
F	FIRE
U	UTILITIES (WIRE UTILITIES: PG&E, AT&T, CABLE)

NORTH

Roof Plan

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

0 2 4 8 16

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LICENSED ARCHITECT GEORGE F. GARCIA C 24540 04/30/25 STATE OF CALIFORNIA

consultant:

project:
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1745 Spring Street
Paso Robles, CA
93446

applicant / owner:
Tobin James
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93446

sheet title:
Roof Plan

revision:

rev	description	issue	date	by

sheet data:
gg+d job no: 20220747
CAD file:
drawn by:
plot date:

sheet:
A1.4

Sheet Reference Notes

1. EXISTING CONCRETE CURB, GUTTER, SIDEWALK AND/OR PARKWAY TO REMAIN
2. EXISTING ACCESSIBLE CURB RAMP TO REMAIN
3. NEW AC PAVING AREA
4. NEW CONCRETE FLATWORK AREA
5. 4" WIDE WHITE PAVEMENT STRIPING AND/OR PAVEMENT MARKING
6. NEW 6" CONCRETE CURB
7. NEW 4" THICK CONCRETE FLATWORK
8. ACCESSIBLE RESTROOM SEE ARCHITECTURAL PLANS
9. ACCESSIBLE PARKING SPACE WITH VAN OFFLOAD AREA
10. ACCESSIBLE PATH OF TRAVEL FROM ACCESSIBLE PARKING SPACE
11. ACCESSIBLE PATH OF TRAVEL FROM PUBLIC R.O.W.
12. ACCESSIBLE PATH OF TRAVEL PER CBC 11B-206.1, 11B-402.1
13. 3" DEEP TACTILE WARNING, TYPICAL. PER CBC 11B-247.1
14. INDICATES LINE OF SOFFIT ABOVE
15. REPLACE EXISTING DRIVEWAY APRON CITY NEW APRON PER CITY STANDARDS
16. INDICATES LINE OF ROOF ABOVE
17. PARKING FOR (5) BICYCLE SPACES VIA 5 SPACE "PEAK" RACK
18. NEW LANDSCAPING AREA
19. PROJECT MONUMENT SIGN
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21. EXISTING BUS STOP SHELTER
22. GAS LINE STUB TO SITE PER CIVIL PLANS, LOCATION TO BE VERIFIED IN FIELD
23. NEW 4" FIRE LINE
24. NEW FIRE DETECTOR CHECK ASSEMBLY (DCA); SCREEN WITH LANDSCAPING PER LANDSCAPE PLAN.
25. NEW 1" WATER METER PER CITY OF PASO ROBLES STANDARDS
26. CITY STREET TREES TO REMAIN
27. P.O.C. FOR NEW BUILDING GAS SERVICE; CONNECT TO GAS METER MANIFOLD ARRAY
28. NEW GAS METER MANIFOLD LOCATION
29. 2" WATER SERVICE, REFER TO PLUMBING PLANS FOR CONTINUATION OF WATER INSIDE BUILDING
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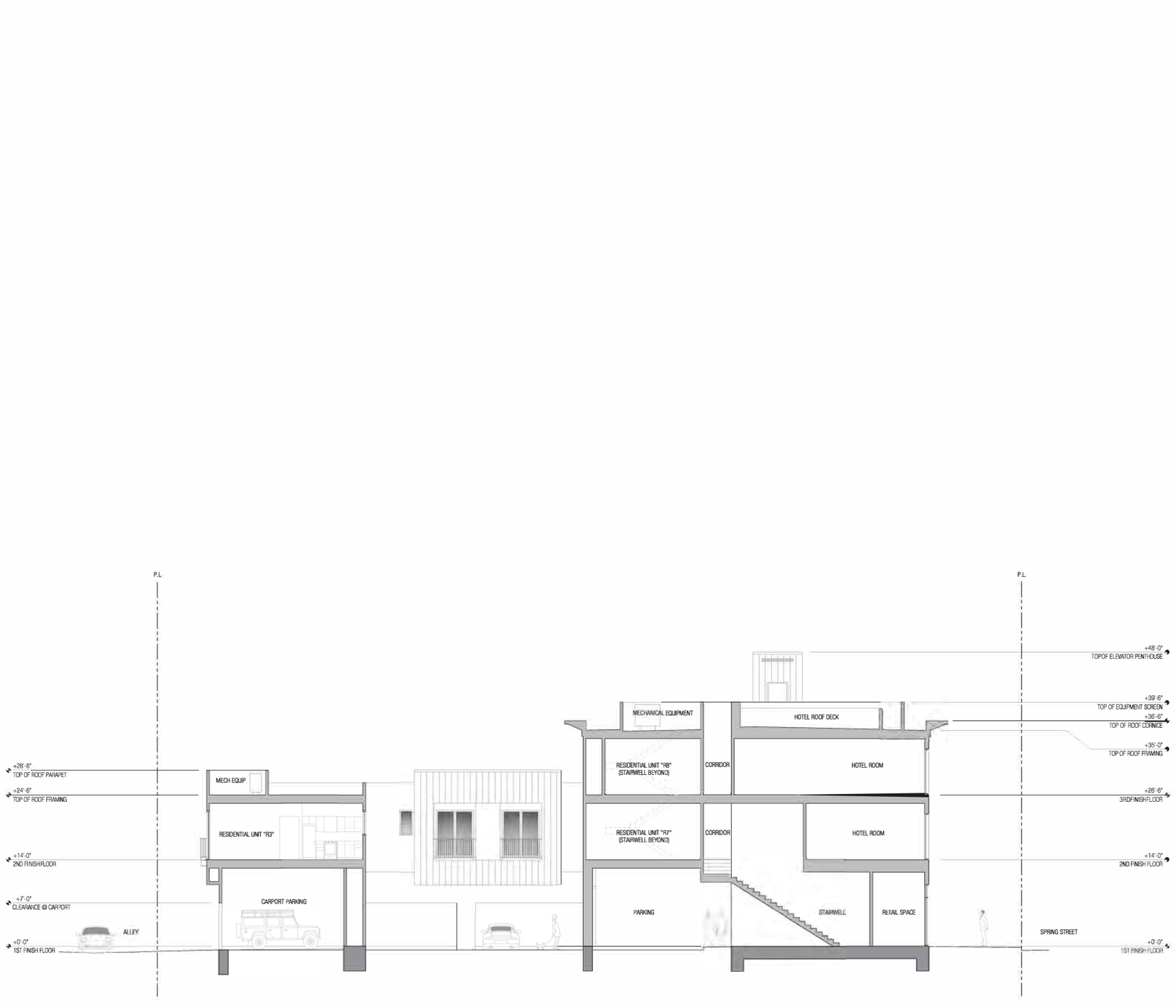
43. NEW STREET TREE; SPACING AND SPECIES PER CITY STANDARDS



1 East / West Building Section Looking North
SCALE: 1/8" = 1'-0"

0 2 4 8 16

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sheet title:
Building Section

revision:

rev	description	issue date	by
1	PLANNING SUBMITTAL SET	07/08/24	

legal stuff:

sheet data:
ga+d job no: 20220747
CAD file:
drawn by:
plot date:

sheet:
A1.5

Attachment 2

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sheet title:
Renderings

revision:

legal stuff:

sheet data:
ga+d job no: 20220747
CAD file:
drawn by:
plot date:

sheet:
A2.1

Rendering / View from Intersection of Spring Street & 18th Street Looking Southwest
NO SCALE

Attachment 2

Rendering / View from 18th Street Looking Southeast

NO SCALE

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C 24540
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sheet title:

Renderings

revision:

rev	description	issue date	by
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legal stuff:

sheet data:

ga+d job no: 20220747
CAD file:
drawn by:
plot date:

sheet:

A2.2

Attachment 2

Rendering / View from Alley Looking Northeast

NO SCALE

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sheet title:

Renderings

revision:

rev	description	issue date	by
	[illegible]	[illegible]	

legal stuff:

sheet data:

ga+d job no: 20220747
CAD file:
drawn by:
plot date:

sheet:

A2.3

Attachment 2

Rendering / Spring Street Looking Northwest

NO SCALE

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sheet title:

Renderings

revision:

rev	description	issue date	by
	PLANNING SUBMITTAL SET	03/28/25	

legal stuff:

sheet data:

ga+d job no: 20220747
CAD file:
drawn by:
plot date:

sheet:

A2.4

Attachment 2

East Elevation / Spring Street

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

0 2 4 8 16

North Elevation / 18th Street

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

0 2 4 8 16

Exterior Color + Materials Reference Notes

Material Specifications:

1. McELROY "MEDALLION-LOK" 12" WIDE STANDING SEAM METAL PANELS
2. METAL BALCONY RAILINGS AND DECKING
3. WHITE OAK COMMERCIAL DOORS AND WINDOW STOREFRONTS
4. SMOOTH STEEL-TROWELED VENETIAN PLASTER
5. ALUMINUM CLAD WINDOWS & DOORS
6. ARCHITECTURAL / STRUCTURAL STEEL
7. ARCHITECTURAL SHEET METAL / DECORATIVE COPING
8. 2X2 VERTICAL WHITE OAK WOOD FENCING
9. STEEL CORNICE ELEMENT
10. "NEUTRA STYLE" ADDRESS NUMBERS' 12" TALL

Color Specifications:

A — MATTE BLACK
FACTORY KYNAR 500® (PVDF) FINISH

C — SIERRA PACIFIC "WHITE OAK"
CLEAR-STAINED FINISH

D — NATURAL VENETIAN PLASTER "CEMENT"
BENJAMIN MOORE 2112-60 CEMENT GRAY; SATIN FINISH

E — BLACK CHARCOAL PAINT
BENJAMIN MOORE 2134-30 IRON MOUNTAIN; SATIN FINISH

H — CHARCOAL TRIM, DECORATIVE METAL, COPING, METAL ACCENT
BENJAMIN MOORE 2125-10 "BLACK PANTHER"; SATIN FINISH

I — BLACK DOORS / WINDOWS / METAL TRIM COLOR
BENJAMIN MOORE 2120-20 "BLACK IRON"; SATIN FINISH

K — 2X2 VERTICAL WOOD FENCING W/4" GAP
BEHR "HARVEST BROWN" STAIN #710D-4

Exterior Color + Materials Samples

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seal:

consultant:

project:
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Paso Robles, CA
93446

applicant / owner:
Tobin James
5033 Vineyard Drive
Paso Robles, CA
93446

sheet title:
Elevations

revision:

rev	description	issue date	by

legal stuff:

sheet data:
ga+d job no: 20220747
CAD file:
drawn by:
plot date:

sheet:
A3.1

Attachment 2

West Elevation / Alley

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

South Elevation

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

Exterior Color + Materials Reference Notes

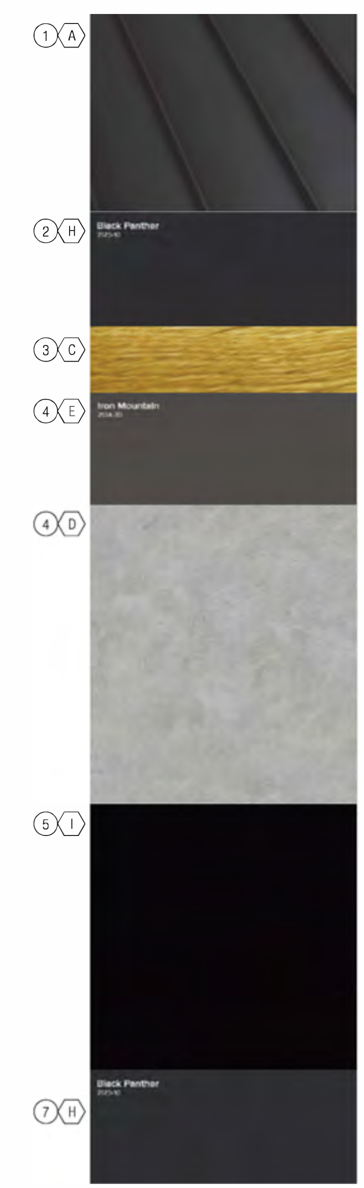
Material Specifications:

1. McELROY "MEDALLION-LOK" 12" WIDE STANDING SEAM METAL PANELS
2. METAL BALCONY RAILINGS AND DECKING
3. WHITE OAK COMMERCIAL DOORS AND WINDOW STOREFRONTS
4. SMOOTH STEEL-TROWELED VENETIAN PLASTER
5. ALUMINUM CLAD WINDOWS & DOORS
6. ARCHITECTURAL / STRUCTURAL STEEL
7. ARCHITECTURAL SHEET METAL / DECORATIVE COPING
8. 2X2 VERTICAL WHITE OAK WOOD FENCING
9. STEEL CORNICE ELEMENT
10. "NEUTRA STYLE" ADDRESS NUMBERS' 12" TALL

Color Specifications:

- A — MATTE BLACK, FACTORY KYNAR 500® (PVDF) FINISH
- C — SIERRA PACIFIC "WHITE OAK" CLEAR-STAINED FINISH
- D — NATURAL VENETIAN PLASTER "CEMENT", BENJAMIN MOORE 2112-60 CEMENT GRAY; SATIN FINISH
- E — BLACK CHARCOAL PAINT, BENJAMIN MOORE 2134-30 IRON MOUNTAIN; SATIN FINISH
- H — CHARCOAL TRIM, DECORATIVE METAL, COPING, METAL ACCENT, BENJAMIN MOORE 2125-10 "BLACK PANTHER"; SATIN FINISH
- I — BLACK DOORS / WINDOWS / METAL TRIM COLOR, BENJAMIN MOORE 2120-20 "BLACK IRON"; SATIN FINISH
- K — 2X2 VERTICAL WOOD FENCING W/4" GAP, BEHR "HARVEST BROWN" STAIN #710D-4

Exterior Color + Materials Samples



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93446

sheet title:
Elevations

revision:

legal stuff:

sheet data:
ga+d job no: 20220747
CAD file:
drawn by:
plot date:

sheet:

A3.2

Attachment 2

Aerial Rendering

NO SCALE

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GEORGE F. GARCIA
C 24540
04 / 30 / 25
EXP. DATE
STATE OF CALIFORNIA

consultant:

project:

Tobin James Mixed Use
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93446

applicant / owner:

Tobin James
5033 Vineyard Drive
Paso Robles, CA
93446

sheet title:

Aerial Rendering

revision:

rev	description	issue date	by
	[illegible]	[illegible]	

legal stuff:

sheet data:

ga+d job no: 20220747
CAD file:
drawn by:
plot date:

sheet:

A4.1

Attachment 3

AIR QUALITY & GREENHOUSE GAS IMPACT ASSESSMENT

FOR

TOBIN JAMES MIXED USE PROJECT

PASO ROBLES, CA

AUGUST 2023

PREPARED BY:

AMBIENT
AIR QUALITY & NOISE CONSULTING

75 HIGUERA STREET, SUITE 105
SAN LUIS OBISPO, CA 93401

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES

LIST OF COMMON TERMS & ACRONYMS

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
APS	Alternative Planning Strategy
AQI	Air Quality Index
ARB	California Air Resources Board
ATCM	Air Toxics Control Measure
BAAQMD	Bay Area Air Quality Management District
BACT	Best Available Control Technology
BSC	Building Standards Commission
C_2F_6	Perfluoroethane
C_3F_8	Perfluoropropane
C_4F_{10}	Perfluorobutane
C_4F_8	Perfluorocyclobutane
C_5F_{12}	Perfluoropentane
C_6F_{14}	Perfluorohexane
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAMP	Construction Activity Management Plan
CBC	California Building Code
CCAA	California Clean Air Act
CEQA	California Environmental Quality Act
CF_4	Perfluoromethane
CH4	Methane
City	City of Paso Robles
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CUP	Conditional Use Permit
DP	Development Plan
DPM	Diesel-Exhaust Particulate Matter or Diesel-Exhaust PM
EV	Electric Vehicle
FCAA	Federal Clean Air Act
GHG	Greenhouse Gases
GWP	Global Warming Potential
HAP	Hazardous Air Pollutant
HFC	Hydrofluorocarbons
LOS	Level of Service
MMT	Million Metric Tons
mph	Miles per Hour
MPO	Metropolitan Planning Organization
MT	Metric Tons
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NESHAPs	National Emission Standards for HAPs
NF_3	Nitrogen Trifluoride
NHTSA	National Highway Traffic Safety Administration
NO_2	Nitrogen Dioxide
NOA	Naturally-Occurring Asbestos
NO_X	Oxides of Nitrogen

O_3	Ozone
OPR	Office of Planning and Research
Pb	Lead
PFC	Perfluorocarbons
PM	Particulate Matter
PM_{10}	Fugitive Particulate Matter (less than 10 micrometers)
$PM_{2.5}$	Fine Particulate Matter (less than 2.5 micrometers)
ppb	Parts per Billion
ppm	Parts per Million
project	Paso Robles Tobin James Mixed Use
PV	Photovoltaic
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
SB	Senate Bill
SCCAB	South Central Coast Air Basin
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SLCP	Short-lived Climate Pollutant
SLOAPCD	San Luis Obispo Air Pollution Control District
SLOCOG	San Luis Obispo Council of Governments
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO_2	Sulfur Dioxide
SP	Service Population
TAC	Toxic Air Contaminant
U.S. EPA	United State Environmental Protection Agency
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
µg/m³	Micrograms per cubic meter
µm	Micrometer

INTRODUCTION

This report provides an analysis of air quality and greenhouse gas (GHG) impacts associated with the proposed development of the proposed 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 SUMMARY

The proposed project is located at 1745 Spring Street, at the southwest corner of 18th and Spring Streets, in the City of Paso Robles, California. The applicant Tobin James is seeking Planning Commission approval of a new mixed use project. The project includes two commercial suites eight one-bedroom residential units, as well as a sixteen-room boutique hotel. Additional site improvements will include on-site commercial, residential, and hotel shared parking via open carport and surface parking spaces, along with requisite site landscaping, trash enclosure, lighting, and other typical commercial site improvements. The proposed project's site plan is depicted in Figure 1.

AIR QUALITY

Existing Setting

The project is located in the City of Paso Robles (City), within the South Central Coast Air Basin (SCCAB) and within the jurisdiction of the San Luis Obispo County Air Pollution Control District (SLOAPCD). Air quality in the SCCAB is influenced by a variety of factors, including topography, local and regional meteorology.

Topography

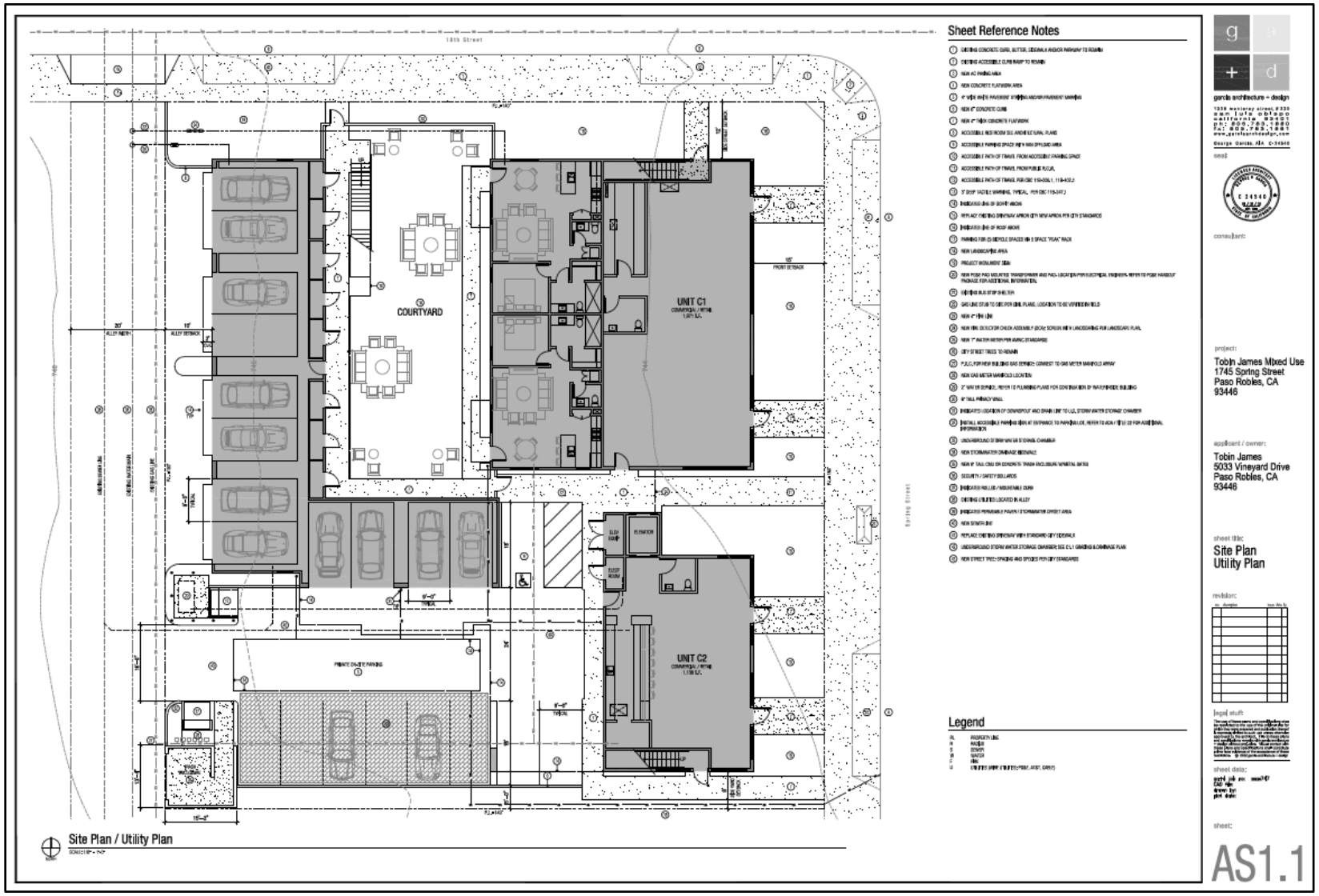
The City sits on the rolling hills of the eastern side of the Santa Lucia Mountain Range. It is bounded from the northwest by the Santa Lucia Mountain Range, which extends almost the entire length of the county. Rising sharply to about 3,000 feet at its northern boundary, the Santa Lucia Range gradually winds southward away from the coast, finally merging into a mass of rugged features on the north side of Cuyama Canyon. Point Buchon juts into the Pacific just south of Morro Bay to form the protective harbor of San Luis Obispo Bay. The Irish Hills are the dominant feature on this knob of land, rising abruptly from the shore to form steep cliffs and generally complex terrain from the Los Osos/Montana de Oro State Park area to Pismo Beach. These headlands have a pronounced influence on local wind flow patterns.

Estuaries are also a notable feature of the coastal areas, occurring wherever flowing streams meet the ocean. Morro Bay contains the region's largest estuary, with a saltwater marsh located on the east side where Chorro and Los Osos creeks enter the bay. This is one of the most significant wetlands remaining on the California coast and has been designated part of the National Estuary Program. It provides nesting habitat for blue herons, cranes and other important types of woodland birds and wildlife. Smaller coastal lagoons and marshes are also scattered along the county's shoreline.

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 the 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).

Figure 1. Proposed Site Plan



Source: Garcia Architecture + Design

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 Santa Ana conditions 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" conditions lead to high ambient pollutant levels, but it does play an important role in the air pollution meteorology of the county (SLOAPCD 2001).

Predominant wind flow in the project area, based on historical meteorological data from the Paso Robles Municipal Airport, is depicted in Figure 2. As depicted, wind flow in the project area is predominantly from the northwest, averaging approximately 6.7 miles per hour (mph). Calm winds are present an average of approximately 26.8 percent of the time.

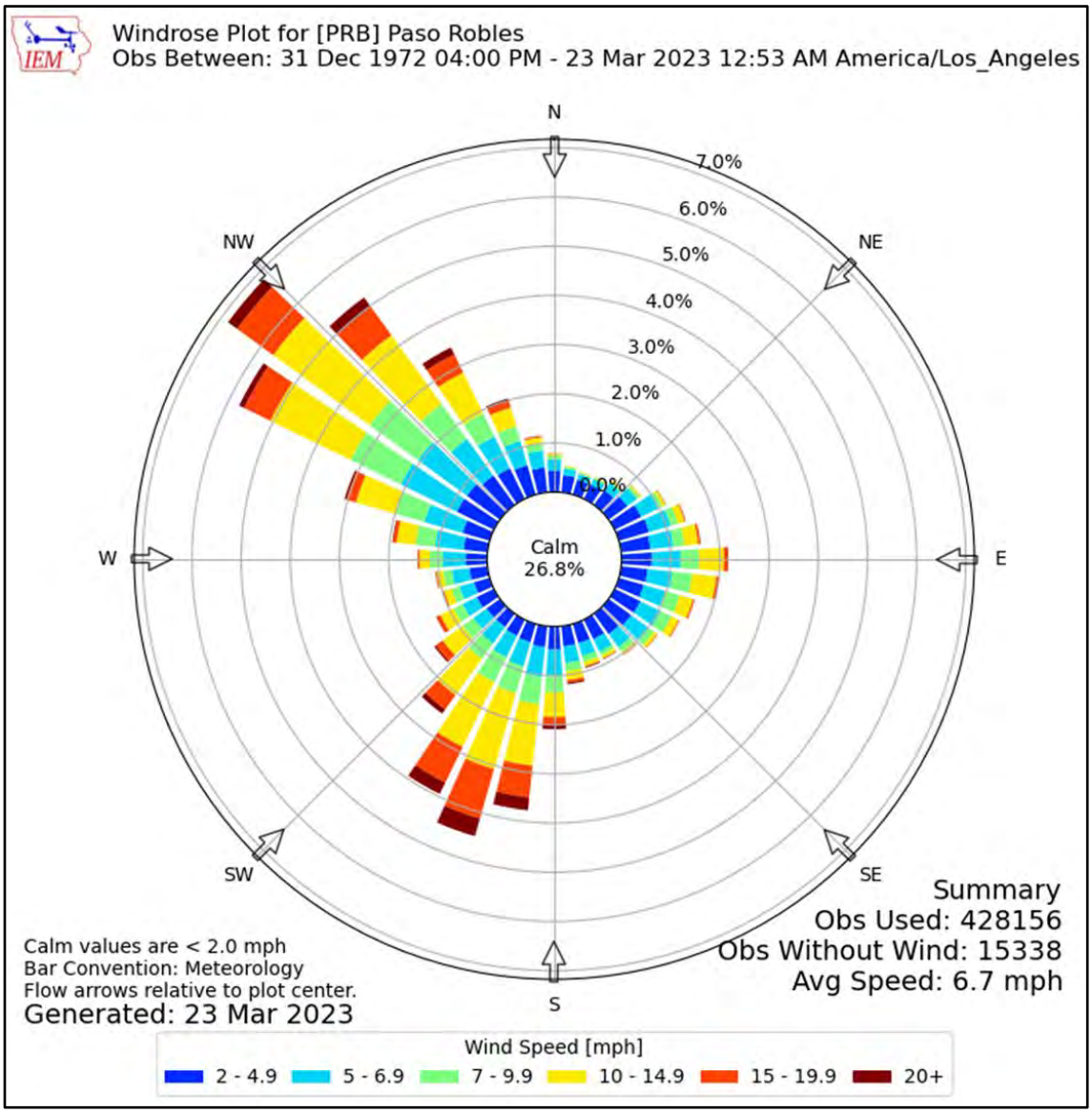
Atmospheric Stability and Dispersion

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 wind or solar heating (SLOAPCD 2001).

Figure 2. Paso Robles Municipal Airport Wind Rose Plot



Source: Iowa Environmental Mesonet 2023

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 U.S. 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 1. 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 1, 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 1. Common Pollutants & Adverse Effects

Pollutant	Human Health & Welfare Effects
Particulate Matter (PM_{10} & $PM_{2.5}$)	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_3)	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_2)	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. A 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_2)	Respiratory irritant; aggravates lung and heart problems. A precursor to ozone and acid rain. Contributes to global warming, and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Anemia, high blood pressure, brain and kidney damage, neurological disorders, cancer, lowered IQ. Affects animals, plants, and aquatic ecosystems.
Source: ARB 2018	

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 psychological (i.e. irritation, anger, or anxiety) to 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 402, 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 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 ambient air quality standards (AAQS). TACs are not considered criteria pollutants in that the FCAA and CCAA do not address them specifically through the setting of National or State AAQS. Instead, the U.S. EPA and California Air Resources Board (ARB) 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 [Assembly Bill (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 ARB to designate substances as TACs. This includes research, public participation, and scientific peer review before ARB 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 ARB 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 ARB 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 ARB 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 (ARB 2005).

At the local level, air districts have 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.

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 (NOA), which was identified as a TAC in 1986 by ARB, is located in many parts of California and is commonly associated with ultramafic rock. The project site is not located within an area identified as having a potential for naturally-occurring ultramafic rock and serpentine soils.

Ambient Air Quality

Air pollutant concentrations are measured at several monitoring stations in the SCCAB. The Paso Robles-Santa Fe Avenue is the closest representative monitoring station with sufficient data to meet U.S. EPA and/or ARB criteria for quality assurance. Ambient monitoring data was obtained for the last three years of available measurement data (i.e., 2019 through 2021) and is summarized in Table 2. As depicted, the state and federal fine PM ($PM_{2.5}$) standards were exceeded for 11 days in 2020. The state standard for fugitive PM (PM_{10}) was exceeded for 4 days in 2020. The national standard for 8-hour ozone concentration was exceeded for 2 days in 2020. Measured 1-hour ozone and nitrogen dioxide (NO_2) concentrations did not exceed the state and federal ambient air quality standards in the last three years of monitoring.

Table 2. Summary of Ambient Air Quality Monitoring Data

Pollutant	Monitoring Year		
	2019	2020	2021
Ozone (O_3)(1)			
Maximum concentration (1-hour/8-hour average; ppm)	0.077/0.064	0.092/0.073	0.070/0.064
Number of days state/national 1-hour standard exceeded	0/0	0/0	0/0
Number of days state/national 8-hour standard exceeded	NA/0	NA/2	NA/0
Nitrogen Dioxide (NO_2)(2)			
Maximum concentration (1-hour average; ppb)	34.0	33.0	44.0
Number of days state/national standard exceeded	0/0	0/0	0/0
Suspended Particulate Matter ($PM_{2.5}$)(2)			
Maximum 24-hour concentration (national/state; µg/m3)	17.3/17.3	242.1/242.1	19.1/19.1
Number of days national standard exceeded (measured/calculated)(3)	0/0	11/11.1	0/0
Suspended Particulate Matter (PM_{10})(1)			
Maximum concentration (national/state; µg/m3)	134.4/138.0	367.8/357.2	74.4/74.7
Number of days state standard exceeded (measured/calculated)(3)	9/NA	35/36	3/3.1
Number of days national standard exceeded (measured/calculated)(3)	0/0	4/4	0/0

ppm = parts per million by volume, µg/m³ = micrograms per cubic meter, NA=Not Available

1. *Based on ambient concentrations obtained from the Paso Robles-Santa Fe Avenue. Monitoring Station.*
2. *Based on ambient concentrations obtained from the Atascadero-Lift Station #5 Monitoring Station.*
3. *Measured days are those days that an actual measurement was greater than the standard. Calculated days are estimated days that measurement would have exceeded the standard had measurements been collected every day.*

Source: ARB 2023

Air Quality Index

The health effects of ambient air pollutant concentrations can be evaluated and presented in various ways. The most common method is the use of the Air Quality Index (AQI). The U.S. EPA developed the AQI as an easy-to-understand measure of health impacts based on measured ambient air quality in comparison to

established ambient air quality standards. Tables 3 and 4 present a summary of the health impacts for ozone and $PM_{2.5}$, respectively, based on the U.S. EPA's AQI.

A summary of the annual air quality index for the project area, based on monitoring data obtained from the Paso Robles monitoring station for the last three years of available data, is provided in Table 5. As depicted in Table 5, the project area typically experiences "good" air quality with the total number of days ranging from 178 to 211 days per year. Days classified as "moderate" AQI ranged from 124 to 184 days per year. Over the last three years of available data, the area has experienced a total of 32 days classified as "Unhealthy for Sensitive Groups", 8 days classified as "Unhealthy", and 2 days classified as "Very Unhealthy". Over the past three years, the area has not experienced air quality conditions within the "Hazardous" range (U.S. EPA 2022).

Table 3. Air Quality Index Summary for Ozone & Related Health Effects

Air Quality Index / 8-hour Ozone Concentration	Health Effects Description
AQI 51-100: Moderate Ambient Ozone Concentrations: 55-70 ppb	Sensitive Groups: Children and people with asthma are the groups at most risk. Health Effects Statements: Unusually sensitive individuals may experience respiratory symptoms. Cautionary Statements: Unusually sensitive people should consider limiting prolonged outdoor exertion.
AQI 101-150: Unhealthy for Sensitive Groups Ambient Ozone Concentrations: 71-85 ppb	Sensitive Groups: Children and people with asthma are the groups at most risk. Health Effects Statements: Increasing likelihood of respiratory symptoms and breathing discomfort in active children and adults and people with respiratory disease, such as asthma. Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should limit prolonged outdoor exertion.
AQI 151–200: Unhealthy Ambient Ozone Concentrations: 86-105 ppb	Sensitive Groups: Children and people with asthma are the groups at most risk. Health Effects Statements: Greater likelihood of respiratory symptoms and breathing difficulty in active children and adults and people with respiratory disease, such as asthma; possible respiratory effects in general population. Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should limit prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion.
AQI 201-300: Very Unhealthy Ambient Ozone Concentrations: 106-200 ppb	Sensitive Groups: Children and people with asthma are the groups at most risk. Health Effects Statements: Increasingly severe symptoms and impaired breathing likely in active children and adults and people with respiratory disease, such as asthma; increasing likelihood of respiratory effects in general population. Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid outdoor exertion; everyone else, especially children, should limit outdoor exertion.
An AQI of 50 and below is categorized as "Good" and air quality is satisfactory, and poses little or no risk. An AQI of 301 or higher is categorized as "Hazardous" having a health warning of emergency conditions: everyone is more likely to be affected. Outdoor activities should be avoided for all individuals. *AQI = Air quality index, ppb = parts per billion* *Source: U.S. EPA 2022*	

Table 4. Air Quality Index Summary for Fine Particulate Matter & Related Health Effects

AIR QUALITY INDEX / 8-HOUR OZONE CONCENTRATION	Health Effects Description
AQI 51-100: Moderate Ambient Concentrations: 12.1-35.4 µg/m^3	Sensitive Groups: Some people who may be unusually sensitive to particulate. Health Effects Statements: Unusually sensitive people should consider reducing prolonged or heavy exertion. Cautionary Statements: Unusually sensitive people: Consider reducing prolonged or heavy exertion. Watch for symptoms such as coughing or shortness of breath. These are signs to take it easier.
AQI 101-150: Unhealthy for Sensitive Groups Ambient Concentrations: 35.5-55.4 µg/m^3	Sensitive Groups: People with heart or lung disease, older adults, children, and teenagers. Health Effects Statements: Increasing likelihood of respiratory symptoms for sensitive individuals, aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease, and the elderly. Cautionary Statements: If you have heart disease: Symptoms such as palpations, shortness of breath, or unusual fatigue may indicate a serious problem. If you have any of these, contact a health care provider.
AQI 151–200: Unhealthy Ambient Concentrations: 55.5-150.4 µg/m^3	Sensitive Groups: Everyone. Health Effects Statements: Increased aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease, and the elderly; increased respiratory effects in general population. Cautionary Statements: Sensitive groups: Avoid prolonged or heavy exertion. Consider moving activities indoors or rescheduling. Everyone else: Reduce prolonged or heavy exertion. Take more breaks during outdoor activities.
AQI 201-300: Very Unhealthy Ambient Concentrations: 150.5-250.4 µg/m^3	Sensitive Groups: Everyone. Health Effects Statements: Significant aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease, and the elderly; significant increase in respiratory effects in general population. Cautionary Statements: Sensitive groups: Avoid all physical activity outdoors. Move activities indoors or reschedule to a time when air quality is better. Everyone else: Avoid prolonged or heavy exertion. Consider moving activities indoors or reschedule to a time when air quality is better.
An AQI of 50 and below is categorized as "Good" and air quality is satisfactory and poses little or no risk. An AQI of 301 or higher is categorized as "Hazardous" having a health warning of emergency conditions: everyone is more likely to be affected. Outdoor activities should be avoided for all individuals. *AQI = Air quality index, µg/m3 = micrograms per cubic meter* *Source: U.S. EPA 2022a*	

Table 5. Air Quality Index Annual Historical Summary

	Air Quality Index (AQI) - Number of Days					
Year	Good	Moderate	Unhealthy for Sensitive Groups	Unhealthy	Very Unhealthy	Hazardous
2022	178	184	3	0	0	0
2021	209	148	8	0	0	0
2020	211	124	21	8	2	0
Represents overall air quality taking into account all criteria pollutants measured. *Source: U.S, EPA 2022b*						

Regulatory Framework

Air quality within the SCCAB is regulated by several jurisdictions including the U.S. EPA, ARB, 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 U.S. 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 6.

State

CALIFORNIA AIR RESOURCES BOARD

The ARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA of 1988. Other ARB 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 6. 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, sulfur dioxide (SO_2), and nitrogen dioxide (NO_2) by the earliest practicable 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 the 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.

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 ARB to designate substances as TACs. This includes research, public participation, and scientific peer review before ARB 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 ARB adopted a regulation to reduce DPM and oxides of nitrogen (NO_X) 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, reporting, disclosure, and labeling requirements for off-road vehicles, and limits unnecessary idling.

CALIFORNIA BUILDING CODE

The California Building Code (CBC) 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 standards are contained in the CBC 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 of GHG 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, ARB 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, ARB estimated that green building standards would reduce GHG emissions by approximately 26 million metric tons (MMT) of carbon dioxide equivalent (CO_2e) by 2020.

The May 2018 green buildings standards referred to as the 2019 Building Energy Efficiency Standards, focuses on four key areas: smart residential photovoltaic systems, updated thermal envelope standards (preventing heat transfer from the interior to the exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements. The ventilation measures improve indoor air quality, protecting homeowners from air pollution originating from outdoor and indoor sources. Under the standards, nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades. The recently updated 2019 Building Energy Efficiency Standards also require new homes built after January 1, 2020 to be equipped with solar photovoltaic (PV) systems. The solar PV systems are to be sized based on the buildings annual electricity demand, the building square footage, and the climate zone within which the home is located. However, under the 2019 Building Energy Efficiency Standards, homes may still rely on other energy sources, such as natural gas. Compliance with the 2019 Building Energy Efficiency Standards, including the solar PV system mandate, residential dwellings will use approximately 50 to 53 percent less energy than those under the 2016 standards. Actual reduction will vary depending on various factors (e.g., building orientation, sun exposure). Non-residential buildings will use about 30 percent less energy due mainly to lighting upgrades (CEC 2019).

The recently updated 2022 Building Energy Efficiency Standards (2022 Standards), which were approved in December 2021, encourages efficient electric heat pumps, establishes electric-ready requirements when natural gas is installed and to support the future installation of battery storage, and further expands solar photovoltaic and battery storage standards. The 2022 Standards extend solar PV system requirements, as well as battery storage capabilities for select land uses, including high-rise multi-family and non-residential land uses, such as office buildings, schools, restaurants, warehouses, theaters, grocery stores, and more. Depending on the land use and other factors, solar systems should be sized to meet targets of up to 60 percent of the structure's loads. These new solar requirements will become effective January 1, 2023 and contribute to California's goal of reaching net-zero carbon footprint by 2045 (CEC 2022).

Table 6. Summary of Ambient Air Quality Standards & Attainment Designations

Pollutant	Averaging Time	California Standards****		Federal Standards****	
		Concentration	Attainment Status	Concentration	Attainment Status
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m³)	Non-Attainment	–	Non-Attainment Eastern SLO County - Attainment Western SLO County***
	8 Hour	0.070 ppm (137 µg/m³)		0.070 ppm (137 µg/m³)******	
Respirable Particulate Matter (PM10)	24 Hour	50 µg/m³	Non-Attainment	150 µg/m³	Unclassified*/ Attainment
	Annual Arithmetic Mean	20 µg/m³		–	
Fine Particulate Matter (PM2.5)	24 Hour	No State Standard	Attainment	35 µg/m³	Unclassified*/ Attainment
	Annual Arithmetic Mean	12 µg/m³		12.0 µg/m³ *****	
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m³)	Attainment	9 ppm (10 mg/m³)	Unclassified*
	1 Hour	20 ppm (23 mg/m³)		35 ppm (40 mg/m³)	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	Attainment	0.053 ppm (100 µg/m³)	Unclassified*
	1 Hour	0.18 ppm (330 µg/m³)		100 ppb (196 mg/m³)	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	–	Attainment	0.030 ppm (80 µg/m³)	Unclassified*
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (365 µg/m³)	
	3 Hour	–		0.5 ppm (1300 µg/m³)**	
	1 Hour	0.25 ppm (655 µg/m³)		75 ppb (196 mg/m³)	
Lead*	30 Day Average	1.5 µg/m³	Attainment	–	No Attainment Information
	Calendar Quarter	–		1.5 µg/m³	
	Rolling 3-Month Average*	–		0.15 µg/m³	
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer – visibility of ten miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.	Attainment	No Federal Standards	
Sulfates	24 Hour	25 µg/m³	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Attainment		
Vinyl Chloride*	24 Hour	0.01 ppm (26 µg/m³)	No Attainment Information		

* Unclassified (EPA/Federal definition): Any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for that pollutant. ** Secondary Standard

*** San Luis Obispo County has been designated non-attainment east of the -120.4 deg Longitude line, in areas of SLO County that are south of latitude 35.45 degrees, and east of the -120.3 degree Longitude line, in areas of SLO County that are north of latitude 35.45 degrees. Map of non-attainment area is available upon request from the APCD. **** For more information on standards visit: http://ww.arb.ca.gov.research/aaqs/aaqs2.pdf

Attainment (EPA/Federal definition): Any area that meets the national primary or secondary ambient air quality standard for that pollutant. (CA definition): State standard was not exceeded during a three year period. ***** Federal PM2.5 Secondary Standard is 15µg/m³

Non-Attainment (EPA/Federal definition): Any area that does not meet, or contributes to an area that does not meet the national primary or secondary ambient air quality standard for that pollutant. (CA definition): State standard was exceeded at least once during a three year period. ******The 2008 NAAQS for 8hr ozone is 0.075 ppm. The 2015 NAAQS for 8hr ozone is 0.070 ppm. The attainment status shown in this table relates to the 2008 and 2015 NAAQS. SLO County has been designated non-attainment of the 2015 NAAQS. NAAQS is National Ambient Air Quality Standards H:\OUTREACH\Attainment\Stats Revised January 29, 2019

Source: SLOAPCD 2019

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.

CITY OF PASO ROBLES

The City's General Plan includes numerous policies related to air quality. These policies address emissions generated by mobile and non-mobile sources and land use compatibility. The General Plan includes the following policies related to air quality:

- *Circulation Element - Policy CE-1A*. Circulation Master Plan. Revise/update the City's Circulation Master Plan to address the mobility needs of all users of the streets, roads and highways including motorists, movers of commercial goods, seniors, children, pedestrians, disabled persons, users of public transportation, and bicyclists.
- *Circulation Element - Policy CE-1B. Reduce Vehicle Miles Traveled (VMT). The City shall strive to reduce VMT generated per household per weekday by making efficient use of existing transportation facilities and by providing direct routes for pedestrians and bicyclists through the implementation of sustainable planning principles.*
- *Circulation Element - Policy CE-1C. Airport. Improve/expand transportation to and from the Paso Robles Municipal Airport as set forth in the Airport Master Plan*
- *Circulation Element - Policy CE-1D. Transit. Improve and expand transit services.*
- *Circulation Element - Policy CE-1E. Rail. Promote regional, interstate and intra-state rail service.*
- *Circulation Element - Policy CE-1F. Pedestrian and Bicycle Access. Provide safe and convenient pedestrian and bicycle access to all areas of the City.*
- *Conservation Element - Policy C-2A. Traffic Congestion Reduction. Implement circulation systems improvements to reduce congestion and associated air contaminant emissions.*
- *Conservation Element - Policy C-2B. VMT Reduction. Implement programs to reduce the number of VMT, especially by single occupant vehicles, including providing opportunities for mixed-use projects.*
- *Conservation Element - Policy C-2C.* Emissions Reduction. Take steps to reduce creation of air contaminant emissions.

Impact Analysis

Thresholds of Significance

In accordance with Appendix G of the *California Environmental Quality Act (CEQA) Guidelines,* air quality impacts associated with the proposed project would be considered significant if it would:

a) Conflict with or obstruct implementation of the applicable air quality plan.

b) 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.

c) Expose sensitive receptors to substantial pollutant concentrations.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

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 Project-Level Construction Impacts

Pollutant	Threshold[1]		
	Daily (lbs/day)	Quarterly Tier 1 (tons)	Quarterly Tier 2 (tons)
Ozone Precursors (ROG + NO_X)	137	2.5	6.3
Diesel Particulate Matter (DPM)	7	0.13	0.32
Fugitive Particulate Matter (PM_{10}), Dust[2]	--	2.5	--

1. Daily and quarterly emissions thresholds are based on the California Health & Safety Code and the ARB Carl Moyer Guidelines.

2. Any project with a grading area greater than 4.0 acres of a worked area can exceed the 2.5 tons PM10 quarterly threshold.

Source: SLOAPCD 2012

ROG and NOx Emissions

Daily: For construction projects exceeding the 137 lbs/day threshold requires Standard Mitigation Measures.

Quarterly – Tier 1: For construction projects exceeding the 2.5 tons/quarter threshold, require Standard Mitigation Measures and Best Available Control Technology (BACT) for construction equipment. Off-site mitigation may be required if feasible mitigation measures are not implemented, or if no mitigation measures are feasible for the project.

Quarterly – Tier 2: For construction projects exceeding the 6.3 tons/quarter threshold, Standard Mitigation Measures, BACT, implementation of a Construction Activity Management Plan (CAMP) and off-site mitigation are required.

DPM Emissions

Daily: For construction projects exceeding the 7 lbs/day threshold, require 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 exceeding the 0.32 tons/quarter threshold, require Standard Mitigation Measures, BACT, implementation of a CAMP, and off-site mitigation.

Fugitive Particulate Matter (PM10), Dust Emissions

Quarterly- Tier 1: For construction projects exceeding the 2.5 tons/quarter threshold requires Fugitive PM_{10} dust 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 Project-Level Operational Impacts

Pollutant	Threshold[1]	
	Daily (lbs/day)	Annual (tons/year)
Ozone Precursors [reactive organic gas (ROG) + oxides of nitrogen (NO_X)]	25	25
Diesel Particulate Matter (DPM)[2]	1.25	--
Fugitive Particulate Matter (PM_{10}), Dust	25	25
Carbon Monoxide (CO)	550	--

1. *Daily and annual emissions thresholds are based on the California Health & Safety Code Division 26, Part 3, Chapter 10, Section 40918 and the ARB Carl Moyer Guidelines for DPM.*
2. *Applies to on-site emissions. DPM is seldom emitted from individual projects in quantities which lead to local or regional air quality attainment violations.*

Source: SLOAPCD 2012

For projects exceeding the 25 lbs/day operational ozone precursor threshold but not the corresponding 25 tons/year annual threshold, the project shall implement all applicable SLOAPCD-recommended mitigation measures. Off-site mitigation may be required for projects (exceeding the 25 lbs/day threshold) if all applicable SLOAPCD-recommended mitigation measures are not implemented, or if no mitigation measures are feasible for the project (SLOAPCD 2017).

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 new proposed land use projects that generate TACs, such as diesel-fueled engines, the SLOAPCD has defined the excess cancer risk significance threshold at 10 in a million.

Localized CO Concentrations

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

Methodology

Emissions associated with the construction of the proposed project were calculated using the California Emissions Estimator Model (CalEEMod), version 2022.1.1.12, computer program. Project construction is anticipated to occur over an approximately 14-to-16-month period beginning in July 2024. Construction phase durations were based provided information. No existing structure would be demolished. Based on information provided by the project proponent approximately 750 cubic yards of fill would be exported. Additional construction information such as off-road equipment use, worker vehicle trips, and equipment

load factors were based on default parameters contained in the model. Modeling assumptions and output files are included in Appendix A of this report.

Long-term operational emissions were calculated using the CalEEMod, version 2022.1.1.12 based, in part, on vehicle trip-generation rates derived from the traffic analysis prepared for this project (CCTC 2023). Vehicle travel distribution/distances were not available and were based on model defaults for San Luis Obispo County. Emission modeling files are provided in Appendix A.

Project Impacts and Mitigation Measures

Impact AQ-A. Conflict with or obstruct implementation of the applicable air quality plan?

SLOAPCD Clean Air Plan

As part of the CCAA, the SLOAPCD is required to develop a plan to achieve and maintain the state ozone standard by the earliest practicable date. The SLOAPCD's 2001 Clean Air Plan addresses the attainment and maintenance of state and federal ambient air quality standards. The Clean Air Plan was adopted by SLOAPCD's on March 26, 2002.

The SLOAPCD's Clean Air Plan outlines the District's strategies to reduce ozone-precursor pollutants [i.e., reactive organic gas (ROG) and NO_X] from a wide variety of sources. The SLOAPCD's Clean Air Plan includes a stationary-source control program, which includes control measures for permitted stationary sources; as well as transportation and land use management strategies to reduce motor vehicle emissions and use. The stationary-source control program is administered by SLOAPCD. Transportation and land use control measures are implemented at the local or regional level, by promoting and facilitating the use of alternative transportation options, increased pedestrian access and accessibility to community services and local destinations, reductions in VMT, and promotion of congestion management efforts. In addition, local jurisdictions also prepare population forecasts, which are used by SLOAPCD to forecast population-related emissions and air quality attainment, including those contained in the SLOAPCD's Clean Air Plan. As a result, consistency with the SLOAPCD's Clean Air Plan has been evaluated based on the proposed project's consistency with the land use management strategies and transportation control measures identified in the Clean Air Plan. This analysis also provides an analysis of regional VMT and consistency with regional VMT-reduction efforts. Regional VMT estimates are relied upon for regional air quality planning purposes. Regional VMT and growth projections are used to determine the strategies to be implemented sufficient to reach the emission reduction targets set by the ARB through Senate Bill (SB) 375 which is transportation legislation that supports the broader 2030 emission reduction targets required in SB 32.

Transportation and Land Use Control Measures

The SLOAPCD's Clean Air Plan includes multiple transportation and land use control measures intended to reduce emissions through reductions in VMT and the promotion of alternative forms of transportation. The project would comply with current building standards pertaining to the promotion of alternative means of transportation, including onsite bicycle parking requirements, as well as measures related to the promotion of alternatively-fueled/electric vehicles. In addition, based on the traffic analysis prepared for this project, implementation of the proposed project would result in overall reductions in regional VMT (CCTC 2023).

Projected Population, Employment & VMT Growth

According to the Regional Housing Needs Assessment, the City has about 27 percent more jobs than housing units, indicative of a "jobs-rich" community. The City's jobs to housing ratio is estimated to improve from a year 2015 ratio of 1.27 jobs/housing to a ratio of 1.19 jobs/housing by year 2030. The proposed project would result in increased employment which could further exacerbate this imbalance. However, as noted above, implementation of the proposed project would result in overall reductions in regional VMT (CCTC 2023). As a result, the proposed project would not conflict with regional VMT-reduction efforts and associated reductions in mobile-source emissions accounted for in the SLOAPCD's Clean Air Plan. As a result, this impact would be considered *less than significant*.

Particulate Matter Report – Implementation of SB 656 Requirements

In July 2005, SLOAPCD adopted the *Particulate Matter Report* (PM Report). The PM Report identifies various measures and strategies to reduce public exposure to PM emitted from a wide variety of sources, including emissions from permitted stationary sources and fugitive sources, such as construction activities. As discussed in Impact AQ-B, particulate emissions generated during construction would not exceed applicable SLOAPCD significance thresholds. SLOAPCD-recommended standard mitigation measures have also been incorporated to reduce construction-generated emissions of fugitive dust. As a result, the proposed project would not conflict with PM-reduction planning efforts. This impact would be considered *less than significant*.

Impact AQ-B. *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?*

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. Construction of the proposed project would result in the temporary generation of emissions associated with clearing, site prep, grading, building construction, paving, motor vehicle exhaust associated with construction equipment and worker trips, as well as the movement of construction equipment on unpaved surfaces. Short-term construction emissions would result in increased emissions of ozone-precursor pollutants (i.e., ROG and NO_X) and emissions of PM. Emissions of ozone-precursors would result from the operation of on- and off-road motorized vehicles and equipment. Emissions of airborne PM are largely dependent on the amount of ground disturbance associated with site preparation activities and can result in increased concentrations of PM that can adversely affect nearby sensitive land uses.

Estimated maximum daily and quarterly emissions associated with construction of the proposed project are presented in Table 9 and Table 10, respectively. Construction generated emissions were compared to SLOAPCD's recommended significance thresholds (Daily, Quarterly Tier 1, and Quarterly Tier 2). As depicted in Table 9, maximum daily emissions associated with project construction would total approximately 19 lbs/day of ROG+NO_X and <1 lbs/day of $PM_{2.5}$ exhaust. As depicted in Table 10, maximum quarterly construction-generated emissions would total approximately 1.4 tons/quarter of ROG+NO_X, <0.1 tons/quarter of fugitive PM_{10} dust, and <0.1 tons/quarter of $PM_{2.5}$ exhaust.

Maximum daily and quarterly construction emissions would not exceed SLOAPCD's daily or quarterly significance threshold. For this reason, construction-generated emissions would be considered to have a *less-than-significant impact*.

Table 9. Daily Construction Emissions without Mitigation

Construction Activity	Year	Maximum Daily Emissions (lbs/day)[1]									
		ROG	NO_X	ROG+NO_X	CO	PM_{10}			$PM_{2.5}$		
						Exhaust	Dust	Total	Exhaust	Dust	Total
Grading	2024	1.19	11.4	12.59	10.7	0.53	5.31	5.84	0.49	2.57	3.06
Building Construction	2024	0.56	5.6	6.16	6.98	0.26	0	0.26	0.23	0	0.23
Building Construction	2025	0.52	5.14	5.66	6.94	0.22	0	0.22	0.2	0	0.2
Paving	2025	0.54	4.37	4.91	5.31	0.19	0	0.19	0.18	0	0.18
Architectural Coating	2025	4.56	0.88	5.44	1.14	0.03	0	0.03	0.03	0	0.03
SLOAPCD Daily Thresholds (pounds/day)		--	--	137	--	--	--	--	7	--	--
Maximum Daily Emissions-Year 2024[2]		1.75	17	18.75	17.68	0.79	5.31	6.1	0.72	2.57	3.29
Exceed SLOAPCD Thresholds?		--	--	No	--	--	--	--	No	--	--
Maximum Daily Emissions-Year 2025[2]		5.62	10.39	16.01	13.39	0.44	0	0.44	0.41	0	0.41
Exceed SLOAPCD Thresholds?		--	--	No	--	--	--	--	No	--	--

1. Emissions were quantified using the CalEEMod, v2022.1.1.12., computer program.

2. Maximum daily emissions assumes all activities could potentially occur simultaneously on any given day.

lbs/day = pounds per day; ROG =Reactive Organic Gases; NO_X = oxides of nitrogen; CO = carbon monoxide.

PM_{10} = respirable particulate matter (10 micrometers or less); $PM_{2.5}$ = respirable particulate matter (2.5 micrometers or less)

Refer to Appendix A for emissions modeling assumptions and results.

Table 10. Quarterly Construction Emissions without Mitigation

Quarter	Maximum Quarterly Emissions (tons)[1]								
	ROG	NOx	ROG+NO_X	PM_{10}[2]			$PM_{2.5}$		
				Exhaust	Dust	Total	Exhaust	Dust	Total
Quarter 1	0.07	0.65	0.72	0.03	0.07	0.07	0.03	0.04	0.04
Quarter 2	0.1	0.98	1.08	0.04	0.02	0.04	0.04	0.01	0.04
Quarter 3	0.4	0.98	1.38	0.04	0.02	0.04	0.04	0.01	0.04
Quarter 4	0.4	0.98	1.38	0.04	0.02	0.04	0.04	0.01	0.04
Quarter 5	0.4	0.98	1.38	0.04	0.02	0.04	0.04	0.01	0.04
Quarter 6	0.02	0.01	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
SLOAPCD Quarterly Tier 1/Tier 2 Thresholds (tons/quarter)	--	--	2.5/6.3	--	2.5/None	--	0.13/None	--	--
Maximum Quarterly Emissions:	0.4	0.98	1.38	0.04	0.07	0.07	0.04	0.04	0.04
Exceed SLOAPCD Tier 1/Tier 2 Thresholds?	--	--	No/No	--	No/--	--	No/--	--	--

Maximum Quarterly Emissions: Based on construction schedule information provided and default assumptions contained in the CalEEMod computer model. Totals may not sum due to rounding. Refer to Appendix A for modeling assumptions and results.

1. Maximum quarterly emissions include on-site and off-site emissions

Table 11. Summary of Construction Emissions without Mitigation

Criteria	Project Emissions (lbs/day)	SLOAPCD Significance Threshold		Exceeds Significance Threshold?	
Maximum Daily Emissions of ROG+NO_X	18.8	137 lbs/day		No	
Maximum Daily Emissions of $PM_{2.5}$ Exhaust	0.7	7 lbs/day		No	
	(tons/quarter)	Tier 1	Tier 2	Tier 1	Tier 2
Maximum Quarterly Emissions of ROG+NO_X	1.4	2.5 tons/quarter	6.3 tons/quarter	No	No
Maximum Quarterly Emissions of PM_{10} Dust	0.07	2.5 tons/quarter	None	No	No
Maximum Quarterly Emissions of $PM_{2.5}$ Exhaust	0.04	0.13 tons/quarter	0.32 tons/quarter	No	No

Refer to Appendix A for modeling assumptions and results.

Long-term Operational Emissions

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

Unmitigated operational emissions associated with the proposed project are summarized in Table 12. As depicted, daily operational emission from non-permitted sources would total approximately 3 lbs/day of ROG+NO_x, 6 lbs/day of CO, <1 lbs/day of fugitive PM_{10} dust, and <0.1 lbs/day of $PM_{2.5}$ exhaust. Annual operational emissions would total approximately 1 ton/year of ROG+NO_x and 0.1 tons/year of fugitive PM_{10} dust. Predicted operational emissions would exceed SLOAPCD's recommended ROG+NO_x threshold. As a result, this impact would be considered *less than significant.*

Health Effects of Project-Generated Regional Emissions

Project-generated emissions are evaluated based on the pollutants potential to affect local or regional air quality. As noted earlier in this report, regional pollutants of concern typically include ozone and particulate matter. Whereas, for development projects, localized pollutants of primary concern often include carbon monoxide, TACs, as well as airborne particulates. The health effects of these pollutants are discussed earlier in this report and summarized in Table 1.

For localized pollutants, health impacts can be evaluated using screening criteria or through dispersion modeling. However, for regional pollutants such as ozone, the change in health effects associated with an individual project is a secondary pollutant created by NO_X and ROG [also commonly referred to as volatile organic compounds (VOCs)]. As previously discussed earlier in this report, ozone is not a directly emitted pollutant. NO_X and ROG are not criteria air pollutants but, when in the presence of sunlight, they can form ozone and also contribute to the formation of secondary $PM_{2.5}$. Because ozone is not a directly emitted pollutant and is created under specific meteorological conditions over a wide transport area, ozone concentrations are typically evaluated at a regional level using complex photochemical models. These models are capable of predicting concentrations that take into account variations amounts of precursor emissions (e.g., ROG, NO_X), temperature, inversions, sunlight, hourly variations, ambient conditions, and wind flow over long distances (e.g., miles). At the project level of analysis, evaluation of ozone concentrations is "not practicable and not likely [to] yield valid information" (SJVAPCD 2015).

Of the criteria pollutants identified, ozone and $PM_{2.5}$ have the most critical health effects. As a result, concentrations of these pollutants are typically relied upon for determining public health effects. In comparison to modeled regional emissions, the emissions associated with most individual projects would be negligible and too small to produce a measurable change in regional ozone or $PM_{2.5}$ concentrations or associated public health effects. In addition, the Sacramento Metropolitan Air Quality Management District (SMAQMD) has recently conducted regional emissions modeling analyses using a chemical transport model to evaluate changes in emissions and associated health effects associated with an individual project. The modeling was based on very conservative assumptions representative of the largest projects, which assumed up to approximately eight times the threshold of significance (up to 656 lbs/day) of NO_X, ROG and PM. This level of emissions would be more representative of large community plan projects. Based on the modeling conducted by SMAQMD, even these large projects would have "low overall health effects" (SMAQMD 2020).

It is important to reiterate that the health effects of criteria air pollutants are taken into consideration when the U.S, EPA establishes the NAAQS for individual pollutants. The health effects of a particular pollutant are analyzed on a regional basis based on the area's attainment of the NAAQS. As previously discussed in this report, the AQI is one common method of evaluating public health impacts for criteria air pollutants of primary concern. Local air districts establish significance thresholds that are based on evaluation of an individual project's contribution to reginal air quality conditions and associated health effects. Based on the above discussion and given that project-generated criteria pollutants would exceed applicable significance thresholds, project-generated emissions of regional criteria pollutants (e.g., ROG, NO_X, PM) could have an effect on public health. Refer to Impact AQ-C for a discussion of localized air quality impacts.

Table 12. Operational Emissions without Mitigation

Operational Source	Emissions(1)									
	ROG	NO_X	ROG+NO_X	CO	PM_{10}			PM2.5		
					Exhaust	Dust	Total	Exhaust	Dust	Total
Daily Emissions (lbs/day)										
Mobile(2)	1.16	0.52	1.68	3.96	0.01	0.52	0.53	0.01	0.13	0.14
Area	1.21	0.01	1.22	1.6	< 0.005	0	< 0.005	< 0.005	0	< 0.005
Energy(3)	0.01	0.22	0.23	0.16	0.02	0	0.02	0.02	0	0.02
Water	0	0	0	0	0	0	0	0	0	0
Waste	0	0	0	0	0	0	0	0	0	0
Refrigerant	0	0	0	0	0	0	0	0	0	0
SLOAPCD Significance Thresholds	--	--	25	550	--	25	--	1.25	--	--
Total Daily Emissions:	2.38	0.75	3.13	5.73	0.03	0.52	0.54	0.03	0.13	0.16
Exceeds SLOAPCD Thresholds?	--	--	No	No	--	No	--	No	--	--
Annual Emissions (tons/year)										
Total Annual Emissions:	0.42	0.14	0.56	1.06	< 0.005	0.09	0.1	< 0.005	0.02	0.03
SLOAPCD Significance Thresholds	--	--	25	--	--	25	--	--	--	--
Exceeds SLOAPCD Thresholds?	--	--	No	--	No	--	--	--	--	--

Note: Based on operational year of 2024. Totals may not sum due to rounding. Refer to Appendix A for modeling output files and assumptions.

1. *Daily emissions are based on the worst case between summer and winter buildout operational condition.*
2. *Mobile emissions were based on trip-generation rates derived from the traffic analysis prepared for this project and CalEEMod default fleet mix and trip distances.*
3. *Includes consistency with current building standards related to the use of energy-efficient mechanical equipment/appliances.*

Impact AQ-C. Expose sensitive receptors to substantial pollutant concentrations?

The proposed project would not result in the installation of any equipment or processes that would be considered a major emission source. However, the proposed project would result in localized increases of pollutant concentrations during project construction. The proposed project's potential contribution to localized air pollutants is discussed, as follows:

Short-Term Construction Activities

Naturally-Occurring Asbestos

NOA has been identified as a TAC by the ARB. In accordance with ARB's 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 form, along with a copy of the geologic report, 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.

Based on a review of the SLOAPCD's map depicting potential areas of NOA, the project site is not located in or near an area that has been identified as having a potential for NOA. As a result, this impact would be considered *less than significant*.

Localized Construction PM Concentrations

Fugitive dust emissions would be primarily associated with site preparation, grading, and vehicle travel on unpaved and paved surfaces. On-site off-road equipment and trucks would also result in short-term emissions of DPM, which could contribute to elevated localized concentration at nearby receptors. Uncontrolled emissions of fugitive dust may also contribute to potential increases in nuisance impacts to nearby receptors. Short-term exposure to airborne particulates can result in irritation of eyes and the respiratory system and may affect sensitive individuals, including those suffering from asthma and other medical conditions. Because the project site is located within 1,000 feet of sensitive land uses, localized uncontrolled concentrations of construction-generated PM would be considered to have a *potentially-significant impact*.

Mitigation Measures

AQ-1: The following mitigation measures shall be implemented to reduce construction generated fugitive dust. These measures shall be shown on grading and building plans.

a. Reduce the amount of disturbed area where possible.
b. Use water trucks, SLOAPCD-approved dust suppressants (see Section 4.3 in the CEQA Air Quality Handbook), or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the District's limit of 20 percent opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where possible to reduce the amount of water used for dust control. For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook.
c. All dirt stockpile areas should be sprayed daily or covered with tarps or other dust barriers as needed.
d. 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.
e. 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 the top of load and top of trailer) in accordance with California Vehicle Code (CVC) Section 23114.
f. "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304. To

prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified.

g. 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.
h. 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.
i. 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 SLOAPCD.
j. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where possible. Roads shall be pre-wetted prior to sweeping when possible.
l. The burning of vegetative material shall be prohibited. Effective February 25, 2000, SLOAPCD prohibited developmental burning of vegetative material within San Luis Obispo County. If you have any questions regarding these requirements, contact the SLOAPCD Engineering & Compliance Division at (805) 781-5912.
m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent the transport of dust off-site. 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 SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.

AQ-2: The following measures shall be implemented to reduce construction emissions from on and off-road construction equipment (NOx, ROG, and DPM) and area sources. These measures shall be shown on grading and building plans:

a. Maintain all construction equipment in proper tune according to manufacturer's specifications.
b. Heavy-duty (50 horsepower or greater) diesel-fueled construction equipment shall exceed, at a minimum, ARB's Tier 2 certified engines, or cleaner, off-road heavy-duty diesel engines and comply with State Off-Road Regulations.
c. All on and off-road diesel equipment shall not idle when not in use. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute idling limit.
d. To the extent locally available, electrified or alternatively powered construction equipment shall be used.
e. Construction of the proposed project shall use low volatile organic compound (VOC) content paints (e.g., 50 grams VOC per liter, or less).
f. To the extent locally available, use prefinished building materials or materials that do not require the application of architectural coatings.
g. Exceed California Green Building Standards Code (CALGreen) Tier 2 standards for reducing cement use in concrete mix as allowed by local ordinance and conditions.

Significance After Mitigation

Implementation of Mitigation Measures AQ-1 and AQ-2 include SLOAPCD-recommended standard measures to reduce construction-generated emissions of fugitive dust, mobile-source emissions associated with construction vehicles and equipment, as well as, evaporative emissions from architectural coasting (e.g. low VOC-emission paint). With mitigation, this impact would be considered *less than significant.*

Impact AQ-D. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The occurrence and severity of odor impacts depend 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. In addition, no known odor sources are within one mile of the project site. 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. Mitigation measures, such as implementation of idling restrictions for construction equipment and vehicles and use of newer, cleaner equipment and vehicles would further reduce construction-generated emissions. For these reasons, 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

Existing Setting

To fully understand global climate change, it is important to recognize the naturally occurring "greenhouse effect" and to define the GHGs that contribute to this phenomenon. Various gases in the earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Primary GHGs attributed to global climate change, are discussed, as follows:

- Carbon Dioxide. Carbon dioxide (CO_2) is a colorless, odorless gas. CO_2 is emitted in a number of ways, both naturally and through human activities. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO_2 emissions. The atmospheric lifetime of CO_2 is variable because it is so readily exchanged in the atmosphere (U.S. EPA 2018).

- Methane. Methane (CH_4) is a colorless, odorless gas that is not flammable under most circumstances. CH_4 is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (enteric fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of CH_4 into the atmosphere. Natural sources of methane include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. Methane's atmospheric lifetime is about 12 years (U.S. EPA 2018).

- Nitrous Oxide. Nitrous oxide (N_2O) is a clear, colorless gas with a slightly sweet odor. N_2O is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 114 years (U.S. EPA 2018).

- Hydrofluorocarbons. Hydrofluorocarbons (HFCs) are man-made chemicals, many of which have been developed as alternatives to ozone-depleting substances for industrial, commercial, and consumer products. The only significant emissions of HFCs before 1990 were of the chemical HFC-23, which is generated as a byproduct of the production of HCFC-22 (or Freon 22, used in air conditioning applications). The atmospheric lifetime for HFCs varies from just over a year for HFC-152a to 270 years for HFC-23. Most of the commercially used HFCs have atmospheric lifetimes of less than 15 years (e.g., HFC-134a, which is used in automobile air conditioning and refrigeration, has an atmospheric life of 14 years) (U.S. EPA 2018).

- Perfluorocarbons. Perfluorocarbons (PFCs) are colorless, highly dense, chemically inert, and non-toxic. There are seven PFC gases: perfluoromethane (CF_4), perfluoroethane (C_2F_6), perfluoropropane (C_3F_8), perfluorobutane (C_4F_{10}), perfluorocyclobutane (C_4F_8), perfluoropentane (C_5F_{12}), and perfluorohexane (C_6F_{14}). Natural geological emissions have been responsible for the PFCs that have accumulated in the atmosphere in the past; however, the largest current source is aluminum production, which releases CF_4 and C_2F_6 as byproducts. The estimated atmospheric lifetimes for PFCs ranges from 2,600 to 50,000 years (U.S. EPA 2018).

- Nitrogen Trifluoride. Nitrogen trifluoride (NF_3) is an inorganic, colorless, odorless, toxic, nonflammable gas used as an etchant in microelectronics. NF_3 is predominantly employed in the cleaning of the plasma-enhanced chemical vapor deposition chambers in the production of liquid crystal displays and silicon-based thin-film solar cells. It has a global warming potential of 16,100 CO_2e. While NF_3 may have a lower global warming potential than other chemical etchants, it is still a potent GHG. In 2009, NF_3 was listed by California as a high (global warming potential) GWP GHG to be listed and regulated under AB 32 (Section 38505 Health and Safety Code).

- Sulfur Hexafluoride. Sulfur hexafluoride (SF_6) is an inorganic compound that is colorless, odorless, non-toxic, and generally non-flammable. SF_6 is primarily used as an electrical insulator in high voltage equipment. The electric power industry uses roughly 80 percent of all SF_6 produced worldwide. Leaks of SF_6 occur from aging equipment and during equipment maintenance and servicing. SF_6 has an atmospheric life of 3,200 years (U.S. EPA 2018).

- Black Carbon. Black carbon is the strongest light-absorbing component of PM emitted from burning fuels such as coal, diesel, and biomass. Black carbon contributes to climate change both directly by absorbing sunlight and indirectly by depositing on snow and by interacting with clouds and affecting cloud formation. Black carbon is considered a short-lived species, which can vary spatially and, consequently, it is very difficult to quantify associated global-warming potentials. The main sources of black carbon in California are wildfires, off-road vehicles (locomotives, marine vessels, tractors, excavators, dozers, etc.), on-road vehicles (cars, trucks, and buses), fireplaces, agricultural waste burning, and prescribed burning (planned burns of forest or wildlands) (U.S. EPA 2018).

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Often, estimates of GHG emissions are presented in CO_2e, which weighs each gas by its GWP. Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted. Table 13 provides a summary of the GWP for GHG emissions of typical concern with regard to community development projects, based on a 100-year time horizon. As indicated, Methane traps over 25 times more heat per molecule than CO_2, and N_2O absorbs roughly 298 times more heat per molecule than CO_2. Additional GHG with high GWP includes NF_3, SF_6, PFCs, and black carbon.

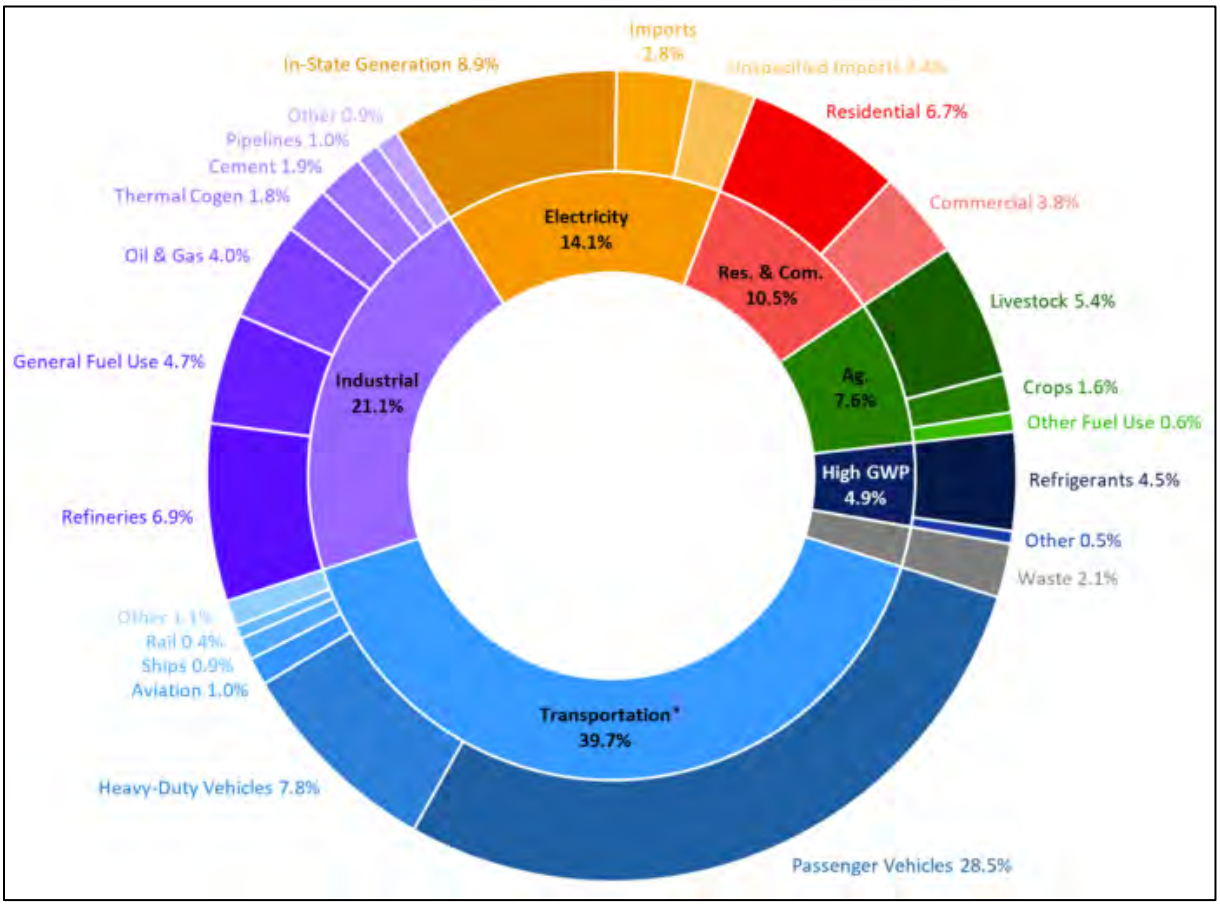
Table 13. Global Warming Potential for Greenhouse Gases

Greenhouse Gas	Global Warming Potential (100-year)
Carbon Dioxide (CO_2)	1
Methane (CH_4)	25
Nitrous Dioxide (N_2O)	298
Based on IPCC GWP values for 100-year time horizon. *Source: IPCC 2007*	

Statewide GHG Emissions

In 2019, GHG emissions within California totaled 418.1 MMT of CO_2e. GHG emissions, by sector, are summarized in Figure 3. Within California, the transportation sector is the largest contributor, accounting for approximately 39.7 percent of the total state-wide GHG emissions. Emissions associated with industrial uses are the second-largest contributor, totaling roughly 21.1 percent. Electricity generation totaled roughly 14.1 percent. Other major emission sources included commercial uses, residential uses, agriculture, refrigerants, and waste (ARB 2022).

Figure 3. California GHG Emissions Inventory by Sector & Subsector (2019)



Source: ARB 2022

City of Paso Robles GHG Emissions Inventories

The City has completed a community-wide inventory of GHG emissions for years 2005 and 2020, which are summarized in Table 14. As shown, a majority of the City's emissions are associated with mobile sources. Remaining GHG emissions are predominantly associated with energy use and solid waste generation. In comparison to year 2005 community-wide emissions, year 2016 metric tons (MT)CO_2e emissions decreased by a total of approximately 20 percent (City of Paso Robles 2013).

Table 14. City of Paso Robles GHG Emissions Inventories

Sector	Year 2005 ($MTCO_2e$)	Year 2020 ($MTCO_2e$)	Percent Change from 2005 to 2020
Residential	40,188	46,828	17%
Commercial/Industrial	33,536	30,551	-9%
Transportation	67,801	92,913	37%
Off-Road	13,205	15,878	20%
Solid Waste	13,343	16,653	17%
Wastewater	70	82	17%
Aircraft	1,324	1,543	17%
Total	169,557	203,448	20%

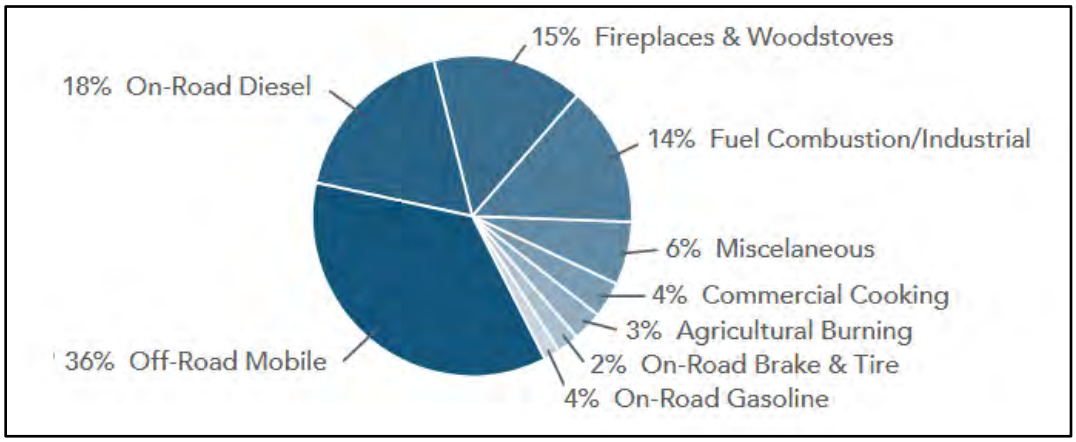
$MTCO_2e$ = Metric tons of carbon dioxide equivalent
Source: City of Paso Robles Climate Action Plan 2013

Short-Lived Climate Pollutants

Short-lived climate pollutants (SLCPs), such as black carbon, fluorinated gases, and methane also have a dramatic effect on climate change. Though short-lived, these pollutants create a warming influence on the climate that is many times more potent than that of carbon dioxide.

As part of the ARB's efforts to address SLCPs, the ARB has developed a statewide emission inventory for black carbon. The black carbon inventory will help support the implementation of the SLCP Strategy, but it is not part of the State's GHG Inventory that tracks progress towards the State's climate targets. The most recent inventory for year 2013 conditions is depicted in Figure 4. As depicted, off-road mobile sources account for a majority of black carbon emissions totaling roughly 36 percent of the inventory. Other major anthropogenic sources of black carbon include on-road transportation, residential wood burning, fuel combustion, and industrial processes (ARB 2020).

Figure 4. California Black Carbon Emissions Inventory (Year 2013)



Source: ARB 2020

Effects of Global Climate Change

There are uncertainties as to exactly what the climate changes will be in various local areas of the earth. There are also uncertainties associated with the magnitude and timing of other consequences of a warmer planet: sea-level rise, spread of certain diseases out of their usual geographic range, the effect on agricultural production, water supply, sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, increased air pollution episodes, and the consequence of these effects on the economy.

Within California, climate changes would likely alter the ecological characteristics of many ecosystems throughout the state. Such alterations would likely include increases in surface temperatures and changes in the form, timing, and intensity of precipitation. For instance, historical records are depicting an increasing trend toward earlier snowmelt in the Sierra Nevada. This snowpack is a principal supply of water for the state, providing roughly 50 percent of the state's annual runoff. If this trend continues, some areas of the state may experience an increased danger of floods during the winter months and possible exhaustion of the snowpack during spring and summer months. Earlier snowmelt would also impact the State's energy resources. Currently, approximately 20 percent of California's electricity comes from hydropower. Early exhaustion of the Sierra snowpack may force electricity producers to switch to more costly or non-renewable forms of electricity generation during spring and summer months. A changing climate may also impact agricultural crop yields, coastal structures, and biodiversity. As a result, changes in climate will likely have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry.

Regulatory Framework

Federal

EXECUTIVE ORDER 13514

Executive Order 13514 is focused on reducing GHGs internally in federal agency missions, programs, and operations. In addition, the executive order 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.

On April 2, 2007, in Massachusetts v. U.S. EPA, 549 U.S. 497 (2007), the Supreme Court found that GHGs are air pollutants covered by the FCAA and that the U.S. EPA has the authority to regulate GHG. The Court held that the U.S. EPA Administrator must determine whether or not emissions of GHGs from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision.

On December 7, 2009, the U.S. EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the Clean Air Act:

- Endangerment Finding: The Administrator found that the current and projected concentrations of the six key well-mixed GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) in the atmosphere threaten the public health and welfare of current and future generations.
- Cause or Contribute Finding: The Administrator found that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare.

Although these findings did not themselves impose any requirements on industry or other entities, this action was a prerequisite to finalizing the U.S. EPA's Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles, which was published on September 15, 2009. On May 7, 2010, the final Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards was published in the Federal Register.

The U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) 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. These steps were outlined by President Obama in a Presidential Memorandum on May 21, 2010.

The final combined U.S. EPA and NHTSA standards that make 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 require these vehicles to meet an estimated combined average emissions level of 250 grams of CO_2 per mile (the equivalent to 35.5 miles per gallon if the automobile industry were to meet this CO_2 level solely through fuel economy improvements). Together, these standards will cut GHG emissions

by an estimated 960 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 their joint rule to extend this national program of coordinated GHG and fuel economy standards to model years 2017 through 2025 passenger vehicles.

State

EXECUTIVE ORDER NO. S-3-05

Executive Order S-3-05 (State of California) proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total GHG emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, to the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

The Executive Order directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary will also submit biannual reports to the governor and state legislature describing (1) progress made toward reaching the emission targets, (2) impacts of global warming on California's resources, and (3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the secretary of CalEPA created a Climate Action Team made up of members from various state agencies and commissions. The Climate Action Team released its first report in March 2006 and continues to release periodic reports on progress. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government, and community actions, as well as through state incentive and regulatory programs.

ASSEMBLY BILL 32 - CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006

AB 32 (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599) requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. The gases that are regulated by AB 32 include CO_2, CH_4, N_2O, HFCs, PFCs, NF_3, and SF_6. The reduction to 1990 levels will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then ARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that ARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap, institute a schedule to meet the emissions cap, and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

CLIMATE CHANGE SCOPING PLAN

In October 2008, ARB published its *Climate Change Proposed Scoping Plan,* which is the State's plan to achieve GHG reductions in California required by AB 32. This initial Scoping Plan contained the main strategies to be implemented in order to achieve the target emission levels identified in AB 32. The Scoping Plan included ARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The largest proposed GHG reduction recommendations were associated with improving emissions standards for light-duty vehicles, implementing the Low Carbon Fuel Standard program, implementation of energy efficiency measures in buildings and appliances, and the widespread development of combined heat and power systems, and developing a renewable portfolio standard for electricity production.

The Scoping Plan states that land use planning and urban growth decisions will play important roles in the state's GHG reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions. ARB further acknowledges that decisions on how land is used will have large impacts on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity,

and natural gas emissions sectors. With regard to land use planning, the Scoping Plan expects approximately 5.0 MMTCO$_2$*e* would be achieved with the implementation of SB 375, which is discussed further below.

The initial Scoping Plan was first approved by ARB on December 11, 2008, and is updated every five years. The first update of the Scoping Plan was approved by the ARB on May 22, 2014, which looked past 2020 to set mid-term goals (2030-2035) on the road to reaching the 2050 goals., The most recent update released by ARB is the *2017 Climate Change Scoping Plan*, which was released on November 2017. The *2017 Climate Change Scoping Plan* incorporates strategies for achieving the 2030 GHG-reduction target established in SB 32 and Executive Order B-30-15. Most notably, the *2017 Climate Change Scoping Plan* encourages zero net increases in GHG emissions. However, the *2017 Climate Change Scoping Plan* recognizes that achieving net zero increases in GHG emissions may not be possible or appropriate for all projects and that the inability of a project to mitigate its GHG emissions to zero would not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA.

The 2022 Climate Change Scoping Plan update is currently being prepared. The 2022 Scoping Plan Update will assess progress towards achieving the SB 32 year 2030 target and will lay out a path to achieve carbon neutrality by mid-century.

SENATE BILL 1078 AND GOVERNOR'S ORDER S-14-08

SB 1078 (Public Utilities Code Sections 387, 390.1, 399.25 and Article 16) addresses electricity supply and requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide a minimum 20 percent of their supply from renewable sources by 2017. This Senate Bill will affect statewide GHG emissions associated with electricity generation. In 2008, Governor Schwarzenegger signed Executive Order S-14-08, which set the Renewables Portfolio Standard target to 33 percent by 2020. It directed state government agencies and retail sellers of electricity to take all appropriate actions to implement this target. Executive Order S-14-08 was later superseded by Executive Order S-21-09 on September 15, 2009. Executive Order S-21-09 directed the ARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. Statute SB X1-2 superseded this Executive Order in 2011, which obligated all California electricity providers, including investor-owned utilities and publicly owned utilities, to obtain at least 33 percent of their energy from renewable electrical generation facilities by 2020.

ARB is required by current law, AB 32 of 2006, to regulate sources of GHGs to meet a state goal of reducing GHG emissions to 1990 levels by 2020 and an 80 percent reduction of 1990 levels by 2050. The California Energy Commission and California Public Utilities Commission serve in advisory roles to help ARB develop the regulations to administer the 33 percent by 2020 requirement. ARB is also authorized to increase the target and accelerate and expand the time frame.

MANDATORY REPORTING OF GHG EMISSIONS

The California Global Warming Solutions Act (AB 32, 2006) requires the reporting of GHGs by major sources to the ARB. Major sources required to report GHG emissions include industrial facilities, suppliers of transportation fuels, natural gas, natural gas liquids, liquefied petroleum gas, and carbon dioxide, operators of petroleum and natural gas systems, and electricity retail providers and marketers.

CAP-AND-TRADE REGULATION

The cap-and-trade regulation is a key element in California's climate plan. It sets a statewide limit on sources responsible for 85 percent of California's GHG emissions and establishes a price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy. The cap-and-trade rules came into effect on January 1, 2013, and apply to large electric power plants and large industrial plants. In 2015, fuel distributors, including distributors of heating and transportation fuels, also became subject to the cap-and-trade rules. At that stage, the program will encompass around 360 businesses throughout California and nearly 85 percent of the state's total GHG emissions.

Under the cap-and-trade regulation, companies must hold enough emission allowances to cover their emissions and are free to buy and sell allowances on the open market. California held its first auction of GHG allowances on November 14, 2012. California's GHG cap-and-trade system is projected to reduce GHG

emissions to 1990 levels by the year 2020 and would achieve an approximate 80 percent reduction from 1990 levels by 2050.

SENATE BILL 32

SB 32 was signed by Governor Brown on September 8, 2016. SB 32 effectively extends California's GHG emission-reduction goals from year 2020 to year 2030. This new emission-reduction target of 40 percent below 1990 levels by 2030 is intended to promote further GHG-reductions in support of the State's ultimate goal of reducing GHG emissions by 80 percent below 1990 levels by 2050. SB 32 also directs the ARB to update the Climate Change Scoping Plan to address this interim 2030 emission-reduction target.

SENATE BILL 97

SB 97 was enacted in 2007. SB 97 required the Office of Planning and Research (OPR) to develop, and the Natural Resources Agency to adopt, amendments to the CEQA Guidelines addressing the analysis and mitigation of GHG emissions. Those CEQA Guidelines amendments clarified several points, including the following:

- Lead agencies must analyze the GHG emissions of proposed projects and must reach a conclusion regarding the significance of those emissions.
- When a project's GHG emissions may be significant, lead agencies must consider a range of potential mitigation measures to reduce those emissions.
- Lead agencies must analyze potentially significant impacts associated with placing projects in hazardous locations, including locations potentially affected by climate change.
- Lead agencies may significantly streamline the analysis of GHGs on a project level by using a programmatic GHG emissions reduction plan meeting certain criteria.
- CEQA mandates analysis of a proposed project's potential energy use (including transportation-related energy), sources of energy supply and ways to reduce energy demand, including through the use of efficient transportation alternatives.

As part of the administrative rulemaking process, the California Natural Resources Agency developed a Final Statement of Reasons explaining the legal and factual bases, intent, and purpose of the CEQA Guidelines amendments. The amendments to the CEQA Guidelines implementing SB 97 became effective on March 18, 2010.

SENATE BILL 100

SB 100 was signed by Governor Jerry Brown on September 10, 2018. SB 100 sets a goal of phasing out all fossil fuels from the state's electricity sector by 2045. SB 100 increases to 60 percent, from 50 percent, how much of California's electricity portfolio must come from renewables by 2030. It establishes a further goal to have an electric grid that is entirely powered by clean energy by 2045, which could include other carbon-free sources, like nuclear power, that are not renewable.

SENATE BILL 375

SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will address land-use allocation in that MPOs regional transportation plan. ARB, in consultation with MPOs, establishes regional reduction targets for GHGs emitted by passenger cars and light trucks for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. ARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, funding for transportation projects may be withheld. In 2018, ARB adopted updated SB 375 targets.

SENATE BILLS 1383 & 1206

SB 1383 requires California to reduce HFC emissions associated with the use of refrigerants to 40 percent below 2013 levels by 2030. Starting in 2022, new facilities will be required to use refrigerants that can reduce their emissions by up to 90 percent. The intent of the new rules is to eliminate the use of very high-GWP refrigerants in every sector that uses non-residential refrigeration systems. Compliance begins for

most home air conditioning equipment in 2025. Senate Bill 1206, signed into law in September 2022, prohibits the sale or distribution of HFCs that exceed a specified GWP. Under this new law, refrigerants would not be allowed to exceed 2,200 GWP beginning January 1, 2025; 1,500 GWP beginning January 1, 2030; and, 750 GWP beginning January 1, 2030. California Building Code

The CBC 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.

CALIFORNIA GREEN BUILDING STANDARDS

In essence, green buildings standards are indistinguishable from any other building standards, are contained in the CBC, and regulate the construction of new buildings and improvements. 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.

The 2019 Building Energy Efficiency Standards (2019 Standards), adopted in May 2018, addressed four key areas: smart residential photovoltaic systems, updated thermal envelope standards (preventing heat transfer from the interior to the exterior and vice versa), residential and nonresidential ventilation requirements, and non-residential lighting requirements. The 2019 Standards required new residential and non-residential construction; as well as major alterations to existing structures, to include EV-capable parking spaces which have electrical panel capacity and conduit to accommodate future installation. In addition, the 2019 Standards also required the installation of PV systems for low-rise residential dwellings, defined as single-family dwellings and multi-family dwellings up to three-stories in height. These requirements are based on various factors, including the floor area of the home, sun exposure, and climate zone. Under the 2019 standards, nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades (CEC 2018).

The recently updated 2022 Building Energy Efficiency Standards (2022 Standards), which were approved in December 2021, encourages efficient electric heat pumps, establishes electric-ready requirements when natural gas is installed and to support the future installation of battery storage, and further expands solar photovoltaic and battery storage standards. The 2022 Standards extend solar PV system requirements, as well as battery storage capabilities for select land uses, including high-rise multi-family and non-residential land uses, such as office buildings, schools, restaurants, warehouses, theaters, grocery stores, and more. Depending on the land use and other factors, solar systems should be sized to meet targets of up to 60 percent of the structure's loads. These new solar requirements will become effective January 1, 2023, and contribute to California's goal of reaching net-zero carbon footprint by 2045 (CEC 2022).

SHORT-LIVED CLIMATE POLLUTANT REDUCTION STRATEGY

In March 2017, the ARB adopted the *Short-Lived Climate Pollutant Reduction Strategy* (*SLCP Strategy*) establishing a path to decrease GHG emissions and displace fossil-based natural gas use. Strategies include avoiding landfill methane emissions by reducing the disposal of organics through edible food recovery, composting, in-vessel digestion, and other processes; and recovering methane from wastewater treatment facilities, and manure methane at dairies, and using the methane as a renewable source of natural gas to fuel vehicles or generate electricity. The *SLCP Strategy* also identifies steps to reduce natural gas leaks from oil and gas wells, pipelines, valves, and pumps to improve safety, avoid energy losses, and reduce methane emissions associated with natural gas use. Lastly, the *SLCP Strategy* also identifies measures that can reduce HFC emissions at national and international levels, in addition to State-level action that includes an incentive program to encourage the use of low-GWP refrigerants, and limitations on the use of high-GWP refrigerants in new refrigeration and air-conditioning equipment (ARB 2017).

San Luis Obispo County Air Pollution Control District

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.

City of Paso Robles Climate Action Plan

The City's Climate Action Plan is a long-range plan to reduce GHG emissions from City government operations and community activities. The Climate Action Plan will also help achieve multiple community goals such as lowering energy costs, reducing air pollution, and supporting local economic development. The Climate Action Plan includes measures to reduce community-wide GHG emissions by 15 percent below 2005 levels by 2020 (City of Paso Robles 2013).

County of San Luis Obispo 2019 Regional Transportation Plan/Sustainable Communities Strategy

The 2019 Regional Transportation Plan (RTP) was adopted by the San Luis Obispo Council of Governments (SLOCOG) Board in June 2019. The RTP includes the region's SCS, which outlines how the region will exceed its GHG reduction targets as required by SB 375 through the promotion of a variety of transportation demand management & system management tools and techniques to maximize the efficiency of the transportation network. Consistency with the requirement of SB 375 ensures consistency with the GHG-reduction targets set by ARB. The 2019 SCS was found to be consistent with the requirement of SB 375 and is also consistent with the general plans of the region's jurisdictions (SLOCOG 2019).

Impact Analysis

Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, increased GHG emissions associated with the implementation of the proposed project would be considered significant if it would:

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

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The SLOAPCD's currently recommended CEQA GHG significance thresholds are based on AB 32 year 2020 GHG-reduction goals. The SLOAPCD is currently in the process of updating their recommended CEQA GHG significance thresholds to reflect the State's future year GHG-reduction goals, including year 2030 GHG-reductions required by SB 32. Similarly, the City's currently adopted Climate Action Plan is also based on year 2020 GHG-reduction goals and has not been updated to reflect the State's future year GHG reduction goals.

This analysis provides a discussion of consistency with the currently adopted City Climate Action Plan; however, consistency with year 2030 GHG reductions, per SB 32, and the State's Scoping Plan have been evaluated using an efficiency threshold, taking into account the City's 2030 GHG-reduction target mandated by SB 32 and the City's baseline GHG inventory, as identified in the City's existing Climate Action Plan. The GHG-efficiency threshold was calculated by dividing the GHG emissions inventory goal (allowable emissions), by the City's estimated service population (SP) for year 2030 conditions. The SP includes estimated population and employment for the City. Emissions sectors that do not apply to the proposed project (i.e., agriculture) were excluded from the calculation. The GHG emissions inventory for the land use sectors applicable to the proposed project were then divided by the projected SP for future year 2030. The methodology used for quantification of the target efficiency threshold applied to the proposed project is summarized in Table 15. Accordingly, project-generated GHG emissions that would exceed the efficiency threshold of 1.9 MT CO_2e/SP/year in 2030 would be considered to have a potentially significant impact on the environment that could conflict with GHG-reduction planning efforts. To be conservative, amortized construction-generated GHG emissions were included in annual operational GHG emissions estimates for

comparison to this threshold, consistent with SLOAPCD-recommended methodologies. For informational purposes, opening year GHG emissions were also presented.

Table 15. Project-Level GHG Efficiency Threshold Calculation

Operational Year	2030
Land Use Sectors GHG Emissions Target(1)	100,940
Population(2)	37,700
Employment(3)	16,017
Service Population (SP)	53,717
GHG Efficiency Threshold ($MTCO_2e$/SP/year)	1.9

Note: Employment data for interim years are estimated based on proportionality with population trends based on historical data.

1. *Based on Business-as-Usual (year 2005) emissions inventory and the State's target reductions of 40% below BAU baseline GHG emissions inventory by 2030. Emissions inventory reflects locally-appropriate emissions sectors.*
2. *Based on population data derived from the City of Paso Robles Demographic website. Website url: https://www.prcity.com/244/Demographics.*
3. *Based on employment data derived from the California Employment Development Department. Labor Force and Unemployment Rates for Cities and Census Designated Places. Website url: https://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html.*

Methodology

Emissions associated with the construction of the proposed project were calculated using the CalEEMod, version 2022.1.1.12, computer program. Project construction is anticipated to occur over an approximately 14-to-16-month period beginning in July 2024. Construction phase durations were based provided information. No existing structure would be demolished. Based on information provided by the project proponent approximately 750 cubic yards of fill would be exported. Additional construction information such as off-road equipment use, worker vehicle trips, and equipment load factors were based on default parameters contained in the model. Modeling assumptions and output files are included in Appendix A of this report.

Long-term operational emissions were calculated using the CalEEMod, version 2022.1.1.12 based, in part, on vehicle trip-generation rates derived from the traffic analysis prepared for this project (CCTC 2023). Vehicle travel distribution/distances were not available and were based on model defaults for San Luis Obispo County. Emission modeling files are provided in Appendix A.

Project Impacts and Mitigation Measures

Impact GHG-A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Estimated GHG emissions attributable to future development would be primarily associated with increases of CO_2 from mobile sources. To a lesser extent, other GHG pollutants, such as CH_4 and N_2O, 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 the construction of the proposed project are summarized in Table 16. Based on the modeling conducted, construction-related GHG emissions would total approximately 249 $MTCO_2e$. Amortized GHG emissions, when averaged over the assumed 30-year minimum life of the project, would total approximately 10 $MTCO_2e$/year. 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. Amortized construction-generated GHG emissions are included in the operational GHG emissions impact discussion provided below.

Table 16. Construction-Generated GHG Emissions without Mitigation

Construction Year	GHG Emissions ($MTCO_2e$/Year)
2024	96.2
2025	153
Total Construction Emissions:	249.2
Amortized Construction Emissions:	10.0
Amortized emissions are quantified based on a minimum 30-year project life. Refer to Appendix A for modeling assumptions and results.	

Long-term Operational GHG Emissions

Estimated long-term increases in GHG emissions associated with the proposed project for future year 2030 conditions are summarized in Table 17. For informational purposes, opening year 2024 emissions were also calculated and included in Table 17. As depicted, operational GHG emissions for the proposed project, with the inclusion of amortized construction GHGs, would total approximately 186 $MTCO_2e$ /year under operational year 2030 conditions. A majority of the operational GHG emissions would be associated with motor vehicle use, energy use, and refrigerant. To a lesser extent, operational GHG emissions would also be associated with solid waste generation and water use. As depicted in Table 17, total emissions would equate to 7.8 $MTCO_2e$/SP, which would exceed the significance threshold of 1.9 $MTCO_2e$/SP. As a result, this impact is considered *potentially significant*.

Table 17. Operational GHG Emissions without Mitigation

Operational Year/Source	GHG Emissions ($MTCO_2e$/Year)	
	Opening Year 2024	Future Year 2030
Mobile[1]	108	98.9
Area Source[2]	0.89	0.89
Energy Source	62.8	62.8
Water[3]	1.64	1.64
Waste[4]	5.58	5.58
Refrigerants[5]	6.03	6.03
Amortized Construction Emissions:	10.0	10.0
Total Emissions:	195	186
Total $MTCO_2e$/SP[6]:		7.8
GHG Efficiency Significance Threshold:		1.9
Exceeds Threshold?		Yes

1. *Based on default fleet mix and trip distances contained in CalEEMod for San Luis Obispo County.*
2. *Area source includes emissions associated primarily with the use of landscape maintenance equipment.*
3. *Includes use of low-flow water fixtures and water-efficient irrigation systems, per current building code requirements.*
4. *Based on an average annual waste diversion/recycling rate of 50% based on statewide averages.*
5. *Includes compliance with regulatory requirements for refrigerants (e.g., SB 1383 & 1206).*
6. *Based on the estimate of 10 employees and 12 residents.*

Refer to Appendix A for modeling assumptions and results.

Mitigation Measures

Implement Mitigation Measure GHG-1.

GHG-1: A GHG-Reduction Plan shall be prepared for the proposed project. The GHG-Reduction Plan shall include all possible on-site GHG reduction measures sufficient to reduce operational emissions to below the applicable annual operational GHG significance threshold of 1.9 MTCO_2e/SP or the GHG significance threshold adopted by either the SLOAPCD or the City at the time the GHG-Reduction Plan is prepared. The GHG-reduction plan shall be approved by the City prior to issuance of building construction permits. At a minimum, GHG-reduction plan shall include the following measures:

a. To the extent possible, install electrically powered appliances and building mechanical equipment in place of natural-gas fueled equipment. If natural gas equipment is to be installed, electrical service for the equipment location shall also be provided sufficient to allow for the future conversion from natural gas to electrical service.
b. Exceed current CALGreen Tier 2 standards for EV parking spaces, to the extent applicable to the project, except that all EV parking spaces required by the code shall be "EV-capable" instead of "EV-ready".
c. The Project shall provide organic waste pick up and shall provide the appropriate on-site enclosures consistent with the provisions of the City of Paso Robles Development Standards for Solid Waste Services.
d. Exceed CalGreen building standards at the time of development for water conservation (e.g. use of low flow water fixtures, water efficient irrigation systems, and draught tolerant landscaping.)

Under CEQA Guidelines Section 15126.4, subdivisions (c)(3) and (c)(4), respectively, a project's GHG emissions can be reduced by off-site measures, including offsets that are not otherwise required and measures that sequester GHGs. In the event that feasible on-site GHG-reduction measures are insufficient to reduce operational GHG emissions to below the GHG threshold of significance, off-site mitigation measures may be included. Off-site mitigation measures may include "Direct Reduction Activities" or the purchase of "Carbon Offset Credits" and discussed further, as follows:

Direct Reduction Activities

Directly undertake or fund activities that will reduce or sequester GHG emissions. GHG reduction credits shall achieve GHG emission reductions that are real, permanent, quantifiable, verifiable, enforceable, in accordance with the criteria set forth in the ARB's most recent Process for the Review and Approval of Compliance Offset Protocols in Support of the Cap-and-Trade Regulation (2013). GHG reduction credits shall be undertaken for the specific purpose of reduction project-generated GHG emissions and shall not include reductions that would otherwise be required by law. All Direct Reduction Activities and associated reduction credits shall be confirmed by an independent, qualified third-party.

The "Direct Reduction Activity" shall be registered with an ARB-approved registry and in compliance with ARB-approved protocols. In accordance with the applicable Registry requirements, the Project applicant (or its designee) shall retain an independent, qualified third-party to confirm the GHG emissions reduction or sequestration achieved by the Direct GHG Reduction Activities against the applicable Registry protocol or methodology. The Project applicant (or its designee) will then apply for issuance of carbon credits in accordance with the applicable Registry rules.

Carbon Offsets

Obtain and retire "Carbon Offsets." Carbon Offsets shall achieve GHG reductions that are real, permanent, quantifiable, verifiable, and enforceable. Carbon offsets shall be purchased from ARB-approved registries and shall comply with ARB-approved protocols to ensure that offset credits accurately and reliably represent actual emissions reductions. If the purchase of carbon offsets is

selected, offsets shall be purchased according to the City of Paso Robles' preference, which is, in order of City preference: (1) within the City of Paso Robles; (2) within the County of San Luis Obispo; (3) within the State of California; then (4) elsewhere in the United States. In the event that a project or program providing offsets to the project applicant loses its accreditation, the project applicant shall comply with the rules and procedures of retiring offsets specific to the registry involved and shall purchase an equivalent number of credits to recoup the loss.

Significance After Mitigation

Mitigation Measure GHG-1 would require the preparation of a GHG-Reduction Plan which would include measures sufficient to reduce project-generated GHG emissions to below the applicable CEQA GHG significance thresholds. With mitigation, this impact would be considered *less than significant*.

Impact GHG-B	*Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

As noted in Table 21, operational GHG emissions attributable to the proposed project would be primarily associated with mobile sources. Applicable GHG-reduction plans related to reducing operational GHG emissions include the *City's* Climate Action Plan, the *County of San Luis Obispo's RTP/SCS,* and California's *2017 Climate Change Scoping Plan*. The project's consistency with these plans is discussed in greater detail, as follows:

City of Paso Robles Climate Action Plan

The City's Climate Action Plan is a long-range plan to reduce GHG emissions from City government operations and community activities within the community. The City's Climate Action Plan includes numerous measures to reduce GHG emissions associated with energy use, motor vehicle use, water use, waste generation, and construction. It is important to note, however, that the City's Climate Action Plan is based on year 2020 GHG-reduction targets and has not yet been updated to reflect year 2030 GHG-reduction targets, per SB 32. Nonetheless, a summary of the proposed Project's consistency with the measures identified in the City's Climate Action Plan are summarized in Table 18. As noted, and with implementation of proposed mitigation measures, the project would be consistent with the GHG-reduction measures identified in the City's currently adopted Climate Action Plan (City of Paso Robles 2013).

County of San Luis Obispo 2019 Regional Transportation Plan/Sustainable Communities Strategy

The 2019 RTP was adopted by the SLOCOG Board in June 2019. The RTP includes the region's SCS, which outlines how the region will meet or exceed its GHG reduction targets as required by SB 375 through the promotion of a variety of transportation demand management & system management tools and techniques to maximize the efficiency of the transportation network. Consistency with the requirement of SB 375 ensures consistency with the GHG-reduction targets set by ARB. The 2019 SCS was found to be consistent with the requirement of SB 375 and is also consistent with the general plans of the region's jurisdictions (SLOCOG 2019).

Based on the VMT analysis prepared for the project, project-generated VMT would not exceed the City's VMT significance threshold. In addition, in comparison to no-project conditions, regional VMT is projected to decrease with project implementation. As a result, the project would not be considered to conflict with regional VMT-reduction efforts.

California's 2017 Climate Change Scoping Plan

As previously noted, ARB's *2017 Climate Change Scoping Plan* reflects the new statewide GHG emissions reductions of 40 percent below 1990 emissions levels by 2030, as mandated by SB 32. A significant part of achieving the SB 32 goals are strategies to promote sustainable communities, such as the promotion of zero net energy buildings, and improved transportation choices that result in reducing VMT. Other measures include the increased use of low-carbon fuels and cleaner vehicles.

To support the State's GHG emissions reduction goals, including the goals mandated by SB 32, California established the Sustainable Communities and Climate Protection Act (SB 375). SB 375 requires regional

metropolitan planning organizations, such as SLOCOG, to develop SCSs which align transportation, housing, and land use decisions toward achieving the State's GHG emissions-reduction targets. Under SB 375, the development and implementation of SCSs, which link transportation, land use, housing, and climate policy at the regional level, are designed to reduce per capita mobile-source GHG emissions, which is accomplished through implementation of measures that would result in reductions in per capita VMT.

In 2018, ARB adopted more aggressive SB 375 targets as one measure to support progress toward the 2017 Scoping Plan goals. SB 375 aims to achieve a 19 percent reduction in statewide per capita GHG emissions from passenger vehicles by year 2035 (relative to year 2005). To achieve this reduction, ARB sets target reductions for various regions throughout the state to be included in the RTP and SCS prepared for these regions. As discussed above, the proposed project would not exceed applicable VMT thresholds. As a result, the proposed project would not conflict with regional VMT-reduction goals. However, as noted in Impact GHG-1, the proposed project would exceed the efficiency threshold of 1.9 $MTCO_2e$/SP/year, which is based on achieving SB 32 by year 2030 GHG-reduction targets, consistent with ARB's 2017 Climate Change Scoping Plan. For these reasons, without mitigation, the proposed project could conflict with the *2017 Climate Change Scoping Plan.*

It is also important to note that the ARB has recently released its *Draft 2022 Climate Change Scoping Plan Update* (ARB 2022). Consistent with the current 2017 Scoping Plan, the Draft 2022 Scoping Plan assesses the State's progress towards meeting its target of reducing statewide GHG emissions to 40 percent below the 1990 levels by 2030. The Draft 2022 Scoping Plan also lays out a path for achieving carbon neutrality no later than 2045, per the goal identified in Executive Order B-55-18. The draft Scoping Plan is anticipated to be approved in the fall of 2022.

For land use development projects, additional reductions in GHG emissions may be required in order to meet the project's fair share of the statewide reductions required to achieve carbon neutrality, consistent with Executive Order B-55-18 and ARB's Draft 2022 Scoping Plan Update. Neither the SLOAPCD nor the City have developed recommended thresholds of significance that are based on achieving carbon neutrality by year 2045. However, the Bay Area Air Quality Management District (BAAQMD) has recently released recommended GHG significance thresholds that are based on a "fair share" approach for achieving carbon neutrality goals. Consistent with this approach, new land use development projects would be considered to be consistent with the State's carbon neutrality goals and would be considered to have a less-than-significant impact if: 1) the project is deemed consistent with regional VMT-reduction targets; 2) the project prohibits the installation of natural gas infrastructure (to the extent that alternative power sources are available); and 3) the project would not result in a wasteful, inefficient, or unnecessary energy use as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines. Similarly, the SMAQMD has also recently released Best Management Practices (BMPs), which also include the prohibited installation of natural gas infrastructure for development projects, as well as a requirement that project's meet current CALGreen Tier 2 standards for electric vehicle (EV) spaces, except that *EV-capable* spaces shall instead be *EV ready*. This additional requirement requires the installation of electrical infrastructure sufficient to service the future installation of EV chargers. The BAAQMD and SMAQMD thresholds are based on an approach endorsed by the Supreme Court in *Center for Biological Diversity v. Department of Fish & Wildlife* (2015). Although not located within these jurisdictions, development in San Luis Obispo County and associated GHG emissions are comparable to those generated by developments within other areas of the state, including the BAAQMD and SMAQMD jurisdictions. Given that climate change is inherently a cumulative impact that occurs on a global scale, these BMPs would, likewise, be considered representative of the project's "fair share" of what would be required to meet the State's long-term climate goals, including achieving carbon neutrality by 2045, as identified by the BAAQMD and the SMAQMD.

As noted above, the proposed project would be consistent with the regional VMT-reduction targets. However, as noted in Impact GHG-1, the proposed project would exceed the efficiency threshold of 1.9 $MTCO_2e$/SP/year, which is based on achieving SB 32 by year 2030 GHG-reduction targets, consistent with ARB's 2017 Climate Change Scoping Plan. For these reasons, without mitigation, the proposed project could conflict with the *2017 Climate Change Scoping Plan. In addition,* the proposed project does not include BMPs that would constitute its "fair share" of what would be required to meet the State's long-term climate goals, including achieving carbon neutrality by 2045. Specifically, the project does not prohibit the installation of natural gas-fueled appliances/equipment, nor require that current CALGreen Tier 2 compliant EV spaces be *EV Ready*, as opposed to *EV Capable*. As a result, this impact would be considered potentially significant.

Mitigation Measures

Implement Mitigation Measures GHG-1

Significance After Mitigation

Implementation of Mitigation Measure GHG-1 would reduce project-generated GHG emissions to ensure consistency with future year 2030 GHG-reduction targets. With mitigation, the project would be considered consistent with the regional GHG-reduction planning efforts, which have been deemed consistent with State-wide GHG-reduction planning efforts.

Mitigation measures have been included to require the installation of EV-Ready parking spaces in support of the State's carbon neutrality goals. With regard to CALGreen EV parking requirements, "EV Capable" is defined as including the installation of "raceway" (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and adequate future installation of a dedicated branch circuit and charging station(s). "EV Ready" includes "EV Capable" requirements plus addition of dedicated branch circuit(s) (electrical pre-wiring), circuit breakers, and other electrical components, including a receptacle (240-volt outlet) or blank cover needed to support future installation of one or more charging stations. Mitigation has also been included to promote the use of electrically powered appliances/equipment as opposed to natural gas fueled appliances/equipment. With mitigation, the project would be considered consistent with the local, regional, and state GHG-reduction planning efforts. With mitigation, this impact would be considered *less than significant.*

Table 18. Project Consistency with the City's Climate Action Plan

Climate Action Plan Measures	Project Consistency
Energy Measures	
Does the Project exclusively include "All-electric buildings"?	Consistent with Mitigation. A mitigation measure has been included to encourage the installation of electrically-powered appliances in place of natural gas to the extent possible. Where natural gas service for equipment is required, electrical service to the equipment shall also be required to promote the future conversion from natural gas to electrical service (refer to Mitigation Measure GHG-1).
If the Project/Plan includes a new mixed-fuel building or buildings (plumbed for the use of natural gas as fuel for space heating, water heating, cooking or clothes drying appliances) does that building/those buildings exceed the City's Energy Reach code?	
Transportation and Land Use Measures	
Does the Project comply with requirements in the City's Municipal Code with no exceptions, including bicycle parking, bikeway design, and EV charging stations?	Consistent. The project would comply with municipal code and building standards related to bicycle parking/design and EV charging stations.
Is the estimated Project-generated VMT within the City's adopted thresholds, as confirmed by the City's Transportation Division?	Consistent. Based on the traffic analysis prepared for this project, project-generated VMT is within the City's adopted thresholds.
If "No", does the Project/Plan include VMT mitigation strategies and/or a Transportation Demand Management (TDM) Plan approved by the City's Transportation Division?	
Does the Project demonstrate consistency with the City's Bicycle Network Plan?	Consistent. The project would comply with municipal code and building standards related to bicycle parking/design and EV charging stations.
Off-Road Measure	
Will the Project work to reduce GHG emissions by reducing off-road equipment and vehicle usage and idling?	Consistent with Mitigation. Mitigation measures have been included to require the Project restrict idling and vehicle usage when feasible and to use alternatively-powered equipment where possible (refer to Mitigation Measures AQ-2).
Water Measure	
Does the Project comply with water efficiency and conservation requirements?	Consistent with Mitigation. A mitigation measure has been included to require the use of low-flow water fixtures, water-efficient irrigation systems, and drought-tolerant landscaping (refer to Mitigation Measure GHG-1).
Waste Measure	
Does the Project include an operational commitment to reduce the amount of trash and other waste and recycle as many materials as possible?	Consistent. The Project will provide organic waste pick up and will provide the appropriate on-site enclosures consistent with the provisions of the City of Paso Robles Development Standards for Solid Waste Services.
Tree Planting Measure	
Does the Project include an operational commitment to maintain a healthy urban forest and incorporate native drought tolerant trees?	Consistent with Mitigation. Mitigation measures have been included to require the installation drought tolerant landscaping (refer to Mitigation Measure GHG-1).

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Attachment 3

APPENDIX A

EMISSIONS MODELING

Attachment 3

SPRING ST MIXED USE Summary Report

Table of Contents

Attachment 3

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SPRING ST MIXED USE
Construction Start Date	7/2/2024
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	0.20
Location	35.63277458508328, -120.69238810999781
County	San Luis Obispo
City	Paso Robles
Air District	San Luis Obispo County APCD
Air Basin	South Central Coast
TAZ	3305
EDFZ	6
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Southern California Gas
App Version	2022.1.1.14

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Attachment 3

Apartments Low Rise	8.00	Dwelling Unit	0.10	8,480	—	—	19.0	—
Hotel	16.0	Room	0.20	23,232	—	—	—	—
Strip Mall	3.11	1000sqft	0.01	3,109	—	—	—	—
Parking Lot	21.0	Space	0.10	0.00	—	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-5	Use Advanced Engine Tiers
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads
Construction	C-13	Use Low-VOC Paints for Construction
Energy	E-2	Require Energy Efficient Appliances
Water	W-4	Require Low-Flow Water Fixtures
Refrigerants	R-1	Use Alternative Refrigerants Instead of High-GWP Refrigerants
Refrigerants	R-5	Reduce Service Leak Emissions
Area Sources	AS-1	Use Low-VOC Cleaning Supplies
Area Sources	AS-2	Use Low-VOC Paints

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

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Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.55	5.78	11.9	14.7	0.02	0.54	5.44	5.98	0.50	2.60	3.10	1.26	2,623
Mit.	0.78	1.65	12.7	15.9	0.02	0.54	2.20	2.52	0.49	1.03	1.32	1.26	2,623
% Reduced	50%	71%	-7%	-8%	—	< 0.5%	60%	58%	1%	60%	57%	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.87	5.17	6.25	8.78	0.01	0.26	0.14	0.39	0.24	0.03	0.27	0.02	1,682
Mit.	0.37	1.25	7.69	9.77	0.01	0.32	0.14	0.46	0.29	0.03	0.33	0.02	1,682
% Reduced	58%	76%	-23%	-11%	—	-25%	—	-19%	-23%	—	-22%	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.48	2.81	3.46	4.84	0.01	0.14	0.35	0.46	0.13	0.16	0.26	0.19	924
Mit.	0.21	0.69	4.24	5.37	0.01	0.18	0.16	0.26	0.16	0.07	0.18	0.19	924
% Reduced	57%	76%	-23%	-11%	—	-29%	53%	44%	-28%	57%	30%	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.09	0.51	0.63	0.88	< 0.005	0.02	0.06	0.08	0.02	0.03	0.05	0.03	153
Mit.	0.04	0.13	0.77	0.98	< 0.005	0.03	0.03	0.05	0.03	0.01	0.03	0.03	153
% Reduced	57%	76%	-23%	-11%	—	-29%	53%	44%	-28%	57%	30%	—	—

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.47	2.38	0.75	5.73	0.01	0.03	0.52	0.54	0.03	0.13	0.16	38.8	1,134

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Mit.	1.47	2.14	0.75	5.73	0.01	0.03	0.52	0.54	0.03	0.13	0.16	31.1	1,122
% Reduced	—	10%	—	—	—	—	—	—	—	—	—	20%	1%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.20	2.12	0.79	4.51	0.01	0.02	0.52	0.54	0.02	0.13	0.16	36.5	1,109
Mit.	1.20	1.88	0.79	4.51	0.01	0.02	0.52	0.54	0.02	0.13	0.16	28.8	1,097
% Reduced	—	12%	—	—	—	—	—	—	—	—	—	21%	1%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.41	2.32	0.79	5.79	0.01	0.03	0.52	0.54	0.03	0.13	0.16	37.4	1,118
Mit.	1.41	2.08	0.79	5.79	0.01	0.03	0.52	0.54	0.03	0.13	0.16	29.8	1,106
% Reduced	—	11%	—	—	—	—	—	—	—	—	—	20%	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.26	0.42	0.14	1.06	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	6.20	185
Mit.	0.26	0.38	0.14	1.06	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	4.93	183
% Reduced	—	11%	—	—	—	—	—	—	—	—	—	20%	1%

6. Climate Risk Detailed Report

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	0	0	0	N/A

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Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

7. Health and Equity Details

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	47.0
Healthy Places Index Score for Project Location (b)	23.0

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Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

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SPRING ST MIXED USE Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SPRING ST MIXED USE
Construction Start Date	7/2/2024
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	0.20
Location	35.63277458508328, -120.69238810999781
County	San Luis Obispo
City	Paso Robles
Air District	San Luis Obispo County APCD
Air Basin	South Central Coast
TAZ	3305
EDFZ	6
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Southern California Gas
App Version	2022.1.1.14

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

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Apartments Low Rise	8.00	Dwelling Unit	0.10	8,480	—	—	19.0	—
Hotel	16.0	Room	0.20	23,232	—	—	—	—
Strip Mall	3.11	1000sqft	0.01	3,109	—	—	—	—
Parking Lot	21.0	Space	0.10	0.00	—	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-5	Use Advanced Engine Tiers
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads
Construction	C-13	Use Low-VOC Paints for Construction
Energy	E-2	Require Energy Efficient Appliances
Water	W-4	Require Low-Flow Water Fixtures
Refrigerants	R-1	Use Alternative Refrigerants Instead of High-GWP Refrigerants
Refrigerants	R-5	Reduce Service Leak Emissions
Area Sources	AS-1	Use Low-VOC Cleaning Supplies
Area Sources	AS-2	Use Low-VOC Paints

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

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Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.55	5.78	11.9	14.7	0.02	0.54	5.44	5.98	0.50	2.60	3.10	1.26	2,623
Mit.	0.78	1.65	12.7	15.9	0.02	0.54	2.20	2.52	0.49	1.03	1.32	1.26	2,623
% Reduced	50%	71%	-7%	-8%	—	< 0.5%	60%	58%	1%	60%	57%	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.87	5.17	6.25	8.78	0.01	0.26	0.14	0.39	0.24	0.03	0.27	0.02	1,682
Mit.	0.37	1.25	7.69	9.77	0.01	0.32	0.14	0.46	0.29	0.03	0.33	0.02	1,682
% Reduced	58%	76%	-23%	-11%	—	-25%	—	-19%	-23%	—	-22%	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.48	2.81	3.46	4.84	0.01	0.14	0.35	0.46	0.13	0.16	0.26	0.19	924
Mit.	0.21	0.69	4.24	5.37	0.01	0.18	0.16	0.26	0.16	0.07	0.18	0.19	924
% Reduced	57%	76%	-23%	-11%	—	-29%	53%	44%	-28%	57%	30%	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.09	0.51	0.63	0.88	< 0.005	0.02	0.06	0.08	0.02	0.03	0.05	0.03	153
Mit.	0.04	0.13	0.77	0.98	< 0.005	0.03	0.03	0.05	0.03	0.01	0.03	0.03	153
% Reduced	57%	76%	-23%	-11%	—	-29%	53%	44%	-28%	57%	30%	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.47	1.22	11.9	11.1	0.02	0.54	5.44	5.98	0.50	2.60	3.10	0.85	2,117

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2025	1.55	5.78	10.7	14.7	0.02	0.44	0.24	0.68	0.41	0.06	0.46	1.26	2,623
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.75	0.63	5.83	7.61	0.01	0.26	0.12	0.38	0.24	0.03	0.27	0.02	1,533
2025	0.87	5.17	6.25	8.78	0.01	0.25	0.14	0.39	0.23	0.03	0.26	0.02	1,682
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.31	0.26	2.43	2.92	< 0.005	0.11	0.35	0.46	0.10	0.16	0.26	0.12	581
2025	0.48	2.81	3.46	4.84	0.01	0.14	0.08	0.22	0.13	0.02	0.15	0.19	924
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.06	0.05	0.44	0.53	< 0.005	0.02	0.06	0.08	0.02	0.03	0.05	0.02	96.2
2025	0.09	0.51	0.63	0.88	< 0.005	0.02	0.01	0.04	0.02	< 0.005	0.03	0.03	153

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.35	0.33	8.18	10.2	0.02	0.32	2.20	2.52	0.29	1.03	1.32	0.85	2,117
2025	0.78	1.65	12.7	15.9	0.02	0.54	0.24	0.78	0.49	0.06	0.55	1.26	2,623
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.31	0.30	6.61	8.74	0.01	0.25	0.12	0.38	0.23	0.03	0.26	0.02	1,533
2025	0.37	1.25	7.69	9.77	0.01	0.32	0.14	0.46	0.29	0.03	0.33	0.02	1,682
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.11	0.11	2.45	3.20	< 0.005	0.09	0.16	0.26	0.09	0.07	0.15	0.12	581
2025	0.21	0.69	4.24	5.37	0.01	0.18	0.08	0.26	0.16	0.02	0.18	0.19	924

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Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.02	0.02	0.45	0.58	< 0.005	0.02	0.03	0.05	0.02	0.01	0.03	0.02	96.2
2025	0.04	0.13	0.77	0.98	< 0.005	0.03	0.01	0.05	0.03	< 0.005	0.03	0.03	153

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.47	2.38	0.75	5.73	0.01	0.03	0.52	0.54	0.03	0.13	0.16	38.8	1,134
Mit.	1.47	2.14	0.75	5.73	0.01	0.03	0.52	0.54	0.03	0.13	0.16	31.1	1,122
% Reduced	—	10%	—	—	—	—	—	—	—	—	—	20%	1%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.20	2.12	0.79	4.51	0.01	0.02	0.52	0.54	0.02	0.13	0.16	36.5	1,109
Mit.	1.20	1.88	0.79	4.51	0.01	0.02	0.52	0.54	0.02	0.13	0.16	28.8	1,097
% Reduced	—	12%	—	—	—	—	—	—	—	—	—	21%	1%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.41	2.32	0.79	5.79	0.01	0.03	0.52	0.54	0.03	0.13	0.16	37.4	1,118
Mit.	1.41	2.08	0.79	5.79	0.01	0.03	0.52	0.54	0.03	0.13	0.16	29.8	1,106
% Reduced	—	11%	—	—	—	—	—	—	—	—	—	20%	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.26	0.42	0.14	1.06	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	6.20	185
Mit.	0.26	0.38	0.14	1.06	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	4.93	183
% Reduced	—	11%	—	—	—	—	—	—	—	—	—	20%	1%

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2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.20	1.16	0.52	3.96	0.01	0.01	0.52	0.53	0.01	0.13	0.14	2.37	668
Area	0.25	1.21	0.01	1.60	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.95
Energy	0.02	0.01	0.22	0.16	< 0.005	0.02	—	0.02	0.02	—	0.02	—	380
Water	—	—	—	—	—	—	—	—	—	—	—	—	9.90
Waste	—	—	—	—	—	—	—	—	—	—	—	—	33.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	36.4	36.4
Total	1.47	2.38	0.75	5.73	0.01	0.03	0.52	0.54	0.03	0.13	0.16	38.8	1,134
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.18	1.13	0.57	4.35	0.01	0.01	0.52	0.53	0.01	0.13	0.14	0.06	649
Area	0.00	0.99	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Energy	0.02	0.01	0.22	0.16	< 0.005	0.02	—	0.02	0.02	—	0.02	—	380
Water	—	—	—	—	—	—	—	—	—	—	—	—	9.90
Waste	—	—	—	—	—	—	—	—	—	—	—	—	33.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	36.4	36.4
Total	1.20	2.12	0.79	4.51	0.01	0.02	0.52	0.54	0.02	0.13	0.16	36.5	1,109
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.17	1.12	0.56	4.19	0.01	0.01	0.52	0.53	0.01	0.13	0.14	1.02	653
Area	0.22	1.19	0.01	1.45	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.38
Energy	0.02	0.01	0.22	0.16	< 0.005	0.02	—	0.02	0.02	—	0.02	—	380
Water	—	—	—	—	—	—	—	—	—	—	—	—	9.90

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Waste	—	—	—	—	—	—	—	—	—	—	—	—	33.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	36.4	36.4
Total	1.41	2.32	0.79	5.79	0.01	0.03	0.52	0.54	0.03	0.13	0.16	37.4	1,118
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.21	0.20	0.10	0.76	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	0.17	108
Area	0.04	0.22	< 0.005	0.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.89
Energy	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	62.8
Water	—	—	—	—	—	—	—	—	—	—	—	—	1.64
Waste	—	—	—	—	—	—	—	—	—	—	—	—	5.58
Refrig.	—	—	—	—	—	—	—	—	—	—	—	6.03	6.03
Total	0.26	0.42	0.14	1.06	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	6.20	185

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.20	1.16	0.52	3.96	0.01	0.01	0.52	0.53	0.01	0.13	0.14	2.37	668
Area	0.25	0.97	0.01	1.60	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.95
Energy	0.02	0.01	0.22	0.16	< 0.005	0.02	—	0.02	0.02	—	0.02	—	377
Water	—	—	—	—	—	—	—	—	—	—	—	—	8.64
Waste	—	—	—	—	—	—	—	—	—	—	—	—	33.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	28.8	28.8
Total	1.47	2.14	0.75	5.73	0.01	0.03	0.52	0.54	0.03	0.13	0.16	31.1	1,122
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.18	1.13	0.57	4.35	0.01	0.01	0.52	0.53	0.01	0.13	0.14	0.06	649

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Area	0.00	0.74	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Energy	0.02	0.01	0.22	0.16	< 0.005	0.02	—	0.02	0.02	—	0.02	—	377
Water	—	—	—	—	—	—	—	—	—	—	—	—	8.64
Waste	—	—	—	—	—	—	—	—	—	—	—	—	33.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	28.8	28.8
Total	1.20	1.88	0.79	4.51	0.01	0.02	0.52	0.54	0.02	0.13	0.16	28.8	1,097
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.17	1.12	0.56	4.19	0.01	0.01	0.52	0.53	0.01	0.13	0.14	1.02	653
Area	0.22	0.94	0.01	1.45	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.38
Energy	0.02	0.01	0.22	0.16	< 0.005	0.02	—	0.02	0.02	—	0.02	—	377
Water	—	—	—	—	—	—	—	—	—	—	—	—	8.64
Waste	—	—	—	—	—	—	—	—	—	—	—	—	33.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	28.8	28.8
Total	1.41	2.08	0.79	5.79	0.01	0.03	0.52	0.54	0.03	0.13	0.16	29.8	1,106
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.21	0.20	0.10	0.76	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	0.17	108
Area	0.04	0.17	< 0.005	0.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.89
Energy	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	62.3
Water	—	—	—	—	—	—	—	—	—	—	—	—	1.43
Waste	—	—	—	—	—	—	—	—	—	—	—	—	5.58
Refrig.	—	—	—	—	—	—	—	—	—	—	—	4.76	4.76
Total	0.26	0.38	0.14	1.06	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	4.93	183

3. Construction Emissions Details

3.1. Grading (2024) - Unmitigated

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Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.41	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49	—	1,719
Dust From Material Movement	—	—	—	—	—	—	5.31	5.31	—	2.57	2.57	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.66	0.62	< 0.005	0.03	—	0.03	0.03	—	0.03	—	98.9
Dust From Material Movement	—	—	—	—	—	—	0.31	0.31	—	0.15	0.15	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.12	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.4
Dust From Material Movement	—	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—

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Worker	0.04	0.03	0.02	0.26	0.00	0.00	0.04	0.04	0.00	0.01	0.01	0.21	47.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.48	0.15	< 0.005	0.01	0.08	0.09	0.01	0.02	0.03	0.64	350
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.01	2.63
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.02	20.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	< 0.005	0.44
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	3.33

3.2. Grading (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.29	7.68	9.79	0.02	0.32	—	0.32	0.28	—	0.28	—	1,719
Dust From Material Movement	—	—	—	—	—	—	2.07	2.07	—	1.00	1.00	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—

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Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.44	0.56	< 0.005	0.02	—	0.02	0.02	—	0.02	—	98.9
Dust From Material Movement	—	—	—	—	—	—	0.12	0.12	—	0.06	0.06	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.08	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.4
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.02	0.26	0.00	0.00	0.04	0.04	0.00	0.01	0.01	0.21	47.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.48	0.15	< 0.005	0.01	0.08	0.09	0.01	0.02	0.03	0.64	350
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.01	2.63
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.02	20.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	< 0.005	0.44
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	3.33

3.3. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.17	1.68	2.09	< 0.005	0.08	—	0.08	0.07	—	0.07	—	392
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.31	0.38	< 0.005	0.01	—	0.01	0.01	—	0.01	—	64.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.58	0.00	0.00	0.09	0.09	0.00	0.02	0.02	0.46	104

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Vendor	0.01	< 0.005	0.18	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.31	124
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.56	0.00	0.00	0.09	0.09	0.00	0.02	0.02	0.01	99.8
Vendor	0.01	< 0.005	0.19	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.01	124
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01	0.06	30.1
Vendor	< 0.005	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.04	37.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	0.01	4.99
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	6.13
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Building Construction (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22	0.22	6.37	8.10	0.01	0.25	—	0.25	0.23	—	0.23	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	0.22	0.22	6.37	8.10	0.01	0.25	—	0.25	0.23	—	0.23	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.07	1.91	2.43	< 0.005	0.08	—	0.08	0.07	—	0.07	—	392
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.35	0.44	< 0.005	0.01	—	0.01	0.01	—	0.01	—	64.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.58	0.00	0.00	0.09	0.09	0.00	0.02	0.02	0.46	104
Vendor	0.01	< 0.005	0.18	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.31	124
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.56	0.00	0.00	0.09	0.09	0.00	0.02	0.02	0.01	99.8
Vendor	0.01	< 0.005	0.19	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.01	124
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01	0.06	30.1
Vendor	< 0.005	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.04	37.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—

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Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	0.01	4.99
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	6.13
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	0.28	2.75	3.71	0.01	0.12	—	0.12	0.11	—	0.11	—	699
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.50	0.68	< 0.005	0.02	—	0.02	0.02	—	0.02	—	116
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.04	0.54	0.00	0.00	0.09	0.09	0.00	0.02	0.02	0.42	103
Vendor	0.01	< 0.005	0.17	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.30	122
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.53	0.00	0.00	0.09	0.09	0.00	0.02	0.02	0.01	97.9
Vendor	0.01	< 0.005	0.18	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.01	122
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.02	0.28	0.00	0.00	0.05	0.05	0.00	0.01	0.01	0.10	52.8
Vendor	< 0.005	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	0.07	65.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	0.02	8.73
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	10.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22	0.22	6.37	8.10	0.01	0.25	—	0.25	0.23	—	0.23	—	1,309

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22	0.22	6.37	8.10	0.01	0.25	—	0.25	0.23	—	0.23	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.12	3.40	4.33	0.01	0.14	—	0.14	0.12	—	0.12	—	699
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.62	0.79	< 0.005	0.02	—	0.02	0.02	—	0.02	—	116
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.04	0.54	0.00	0.00	0.09	0.09	0.00	0.02	0.02	0.42	103
Vendor	0.01	< 0.005	0.17	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.30	122
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.53	0.00	0.00	0.09	0.09	0.00	0.02	0.02	0.01	97.9
Vendor	0.01	< 0.005	0.18	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.01	122
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.02	0.28	0.00	0.00	0.05	0.05	0.00	0.01	0.01	0.10	52.8
Vendor	< 0.005	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	0.07	65.0

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Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	0.02	8.73
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	10.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	826
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.4
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.37
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.04	0.57	0.00	0.00	0.10	0.10	0.00	0.02	0.02	0.45	109
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	< 0.005	2.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	< 0.005	0.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Paving (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.30	4.97	5.55	0.01	0.22	—	0.22	0.20	—	0.20	—	826
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.12	0.14	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	20.4
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.37
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.04	0.57	0.00	0.00	0.10	0.10	0.00	0.02	0.02	0.45	109
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	< 0.005	2.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	< 0.005	0.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134
Architectural Coatings	—	4.43	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134
Architectural Coatings	—	4.43	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.48	0.62	< 0.005	0.01	—	0.01	0.01	—	0.01	—	72.7
Architectural Coatings	—	2.41	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.09	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.0

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Architectural Coatings	—	0.44	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	0.08	20.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	< 0.005	19.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	0.02	10.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	< 0.005	1.77
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Architectural Coating (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134
Architectural Coatings	—	0.89	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134
Architectural Coatings	—	0.89	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.59	0.52	< 0.005	0.04	—	0.04	0.03	—	0.03	—	72.7
Architectural Coatings	—	0.48	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	12.0
Architectural Coatings	—	0.09	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	0.08	20.5

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Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	< 0.005	19.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	0.02	10.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	< 0.005	1.77
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.23	0.22	0.10	0.75	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.03	0.44	125

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Hotel	0.55	0.53	0.24	1.81	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	1.08	306
Strip Mall	0.42	0.41	0.18	1.40	< 0.005	< 0.005	0.18	0.19	< 0.005	0.05	0.05	0.84	237
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.20	1.16	0.52	3.96	0.01	0.01	0.52	0.53	0.01	0.13	0.14	2.37	668
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.23	0.22	0.11	0.83	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.03	0.01	122
Hotel	0.54	0.51	0.26	1.99	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	0.03	297
Strip Mall	0.41	0.40	0.20	1.54	< 0.005	< 0.005	0.18	0.19	< 0.005	0.05	0.05	0.02	230
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.18	1.13	0.57	4.35	0.01	0.01	0.52	0.53	0.01	0.13	0.14	0.06	649
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.04	0.04	0.02	0.15	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	0.03	20.3
Hotel	0.10	0.09	0.05	0.35	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	0.08	49.5
Strip Mall	0.08	0.07	0.04	0.27	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.06	38.3
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.21	0.20	0.10	0.76	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	0.17	108

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.23	0.22	0.10	0.75	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.03	0.44	125
Hotel	0.55	0.53	0.24	1.81	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	1.08	306

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Strip Mall	0.42	0.41	0.18	1.40	< 0.005	< 0.005	0.18	0.19	< 0.005	0.05	0.05	0.84	237
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.20	1.16	0.52	3.96	0.01	0.01	0.52	0.53	0.01	0.13	0.14	2.37	668
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.23	0.22	0.11	0.83	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.03	0.01	122
Hotel	0.54	0.51	0.26	1.99	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	0.03	297
Strip Mall	0.41	0.40	0.20	1.54	< 0.005	< 0.005	0.18	0.19	< 0.005	0.05	0.05	0.02	230
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.18	1.13	0.57	4.35	0.01	0.01	0.52	0.53	0.01	0.13	0.14	0.06	649
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.04	0.04	0.02	0.15	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	0.03	20.3
Hotel	0.10	0.09	0.05	0.35	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	0.08	49.5
Strip Mall	0.08	0.07	0.04	0.27	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.06	38.3
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.21	0.20	0.10	0.76	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	0.17	108

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	14.2
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	81.0

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Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	14.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2.15
Total	—	—	—	—	—	—	—	—	—	—	—	—	112
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	14.2
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	81.0
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	14.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2.15
Total	—	—	—	—	—	—	—	—	—	—	—	—	112
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	2.36
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	13.4
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	2.40
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.36
Total	—	—	—	—	—	—	—	—	—	—	—	—	18.5

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	13.4
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	78.9
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	14.4

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Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2.15
Total	—	—	—	—	—	—	—	—	—	—	—	—	109
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	13.4
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	78.9
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	14.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2.15
Total	—	—	—	—	—	—	—	—	—	—	—	—	109
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	2.21
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	13.1
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	2.38
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.36
Total	—	—	—	—	—	—	—	—	—	—	—	—	18.0

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	68.9
Hotel	0.02	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	193
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.97
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00

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Total	0.02	0.01	0.22	0.16	< 0.005	0.02	—	0.02	0.02	—	0.02	—	268
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	68.9
Hotel	0.02	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	193
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.97
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Total	0.02	0.01	0.22	0.16	< 0.005	0.02	—	0.02	0.02	—	0.02	—	268
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.4
Hotel	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.9
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.99
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Total	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	44.3

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	68.9
Hotel	0.02	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	193
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.97
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Total	0.02	0.01	0.22	0.16	< 0.005	0.02	—	0.02	0.02	—	0.02	—	268

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	68.9
Hotel	0.02	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	193
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.97
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Total	0.02	0.01	0.22	0.16	< 0.005	0.02	—	0.02	0.02	—	0.02	—	268
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.4
Hotel	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.9
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.99
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Total	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	44.3

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Consumer Products	—	0.75	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.24	—	—	—	—	—	—	—	—	—	—	—

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Landscape Equipment	0.25	0.23	0.01	1.60	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.95
Total	0.25	1.21	0.01	1.60	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.95
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Consumer Products	—	0.75	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.24	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	0.99	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Consumer Products	—	0.14	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.04	0.04	< 0.005	0.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.89
Total	0.04	0.22	< 0.005	0.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.89

4.3.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Consumer Products	—	0.69	—	—	—	—	—	—	—	—	—	—	—

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Architectural Coatings	—	0.05	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.25	0.23	0.01	1.60	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.95
Total	0.25	0.97	0.01	1.60	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.95
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Consumer Products	—	0.69	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.05	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	0.74	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Consumer Products	—	0.13	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.04	0.04	< 0.005	0.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.89
Total	0.04	0.17	< 0.005	0.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.89

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—

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Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	2.73
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	4.58
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	2.60
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	9.90
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	2.73
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	4.58
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	2.60
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	9.90
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.45
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	0.76
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	0.43
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	1.64

4.4.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	2.25

Attachment 3

Hotel	—	—	—	—	—	—	—	—	—	—	—	—	4.04
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	2.36
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	8.64
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	2.25
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	4.04
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	2.36
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	8.64
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.37
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	0.67
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	0.39
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	1.43

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	11.0

Attachment 3

Hotel	—	—	—	—	—	—	—	—	—	—	—	—	16.5
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	6.16
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	33.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	11.0
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	16.5
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	6.16
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	33.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	1.83
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	2.73
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	1.02
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5.58

4.5.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	11.0
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	16.5

Attachment 3

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	6.16
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	33.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	11.0
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	16.5
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	6.16
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	33.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	1.83
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	2.73
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	1.02
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5.58

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Hotel	—	—	—	—	—	—	—	—	—	—	—	36.3	36.3

Attachment 3

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	36.4	36.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Hotel	—	—	—	—	—	—	—	—	—	—	—	36.3	36.3
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	36.4	36.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Hotel	—	—	—	—	—	—	—	—	—	—	—	6.01	6.01
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	6.03	6.03

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Hotel	—	—	—	—	—	—	—	—	—	—	—	28.7	28.7
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	28.8	28.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—

Attachment 3

Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Hotel	—	—	—	—	—	—	—	—	—	—	—	28.7	28.7
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	28.8	28.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Hotel	—	—	—	—	—	—	—	—	—	—	—	4.75	4.75
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	4.76	4.76

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Attachment 3

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Attachment 3

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Attachment 3

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e

Attachment 3

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—

Attachment 3

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e

Attachment 3

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—

Attachment 3

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Grading	Grading	7/2/2024	7/30/2024	5.00	21.0	—
Building Construction	Building Construction	8/1/2024	9/30/2025	5.00	304	—
Paving	Paving	6/3/2025	6/13/2025	5.00	9.00	—
Architectural Coating	Architectural Coating	1/1/2025	10/3/2025	5.00	198	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40

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Grading	Tractors/Loaders/Backh	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backh oes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backh oes	Diesel	Average	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Grading	Graders	Diesel	Tier 3	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 3	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backh oes	Diesel	Tier 3	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 3	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 3	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backh oes	Diesel	Tier 3	2.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backh oes	Diesel	Tier 3	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Tier 3	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Tier 3	1.00	7.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 3	1.00	6.00	37.0	0.48

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5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	7.50	8.10	LDA,LDT1,LDT2
Grading	Vendor	—	6.90	HHDT,MHDT
Grading	Hauling	4.48	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	16.5	8.10	LDA,LDT1,LDT2
Building Construction	Vendor	5.17	6.90	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	8.10	LDA,LDT1,LDT2
Paving	Vendor	—	6.90	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	3.30	8.10	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	6.90	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix

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Grading	—	—	—	—
Grading	Worker	7.50	8.10	LDA,LDT1,LDT2
Grading	Vendor	—	6.90	HHDT,MHDT
Grading	Hauling	4.48	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	16.5	8.10	LDA,LDT1,LDT2
Building Construction	Vendor	5.17	6.90	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	8.10	LDA,LDT1,LDT2
Paving	Vendor	—	6.90	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	3.30	8.10	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	6.90	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

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Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	17,172	5,724	39,512	13,171	261

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Grading	—	750	15.8	0.00	—
Paving	0.00	0.00	0.00	0.00	0.10

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%
Hotel	0.00	0%
Strip Mall	0.00	0%
Parking Lot	0.10	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	204	0.03	< 0.005
2025	0.00	204	0.03	< 0.005

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5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	54.0	54.0	54.0	19,710	137	137	137	50,019
Hotel	128	128	128	46,720	335	335	335	122,349
Strip Mall	99.0	99.0	99.0	36,132	259	259	259	94,620
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	54.0	54.0	54.0	19,710	137	137	137	50,019
Hotel	128	128	128	46,720	335	335	335	122,349
Strip Mall	99.0	99.0	99.0	36,132	259	259	259	94,620
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0

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Electric Fireplaces	0
No Fireplaces	8
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	8
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
17172	5,724	39,512	13,171	261

5.10.3. Landscape Equipment

Season	Unit	Value

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Snow Days	day/yr	0.00
Summer Days	day/yr	330

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	330

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	25,237	204	0.0330	0.0040	214,348
Hotel	143,468	204	0.0330	0.0040	600,007
Strip Mall	25,734	204	0.0330	0.0040	18,570
Parking Lot	3,816	204	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	23,699	204	0.0330	0.0040	214,348
Hotel	139,821	204	0.0330	0.0040	600,007
Strip Mall	25,491	204	0.0330	0.0040	18,570
Parking Lot	3,816	204	0.0330	0.0040	0.00

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5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	241,776	0.00
Hotel	405,868	0.00
Strip Mall	230,291	0.00
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	199,514	0.00
Hotel	357,935	0.00
Strip Mall	208,966	0.00
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	5.85	—
Hotel	8.76	—
Strip Mall	3.26	—
Parking Lot	0.00	—

5.13.2. Mitigated

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Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	5.85	—
Hotel	8.76	—
Strip Mall	3.26	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

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Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.00	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	—	1.00
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	—	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	2.00	18.0
Hotel	Walk-in refrigerators and freezers	User Defined	2,200	< 0.005	7.50	2.00	20.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	2.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	—	1.00
Strip Mall	Walk-in refrigerators and freezers	User Defined	2,200	< 0.005	7.50	2.00	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	21.3	annual days of extreme heat
Extreme Precipitation	5.00	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	25.5	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

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6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

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The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	40.0
AQ-PM	8.24
AQ-DPM	52.8
Drinking Water	47.7
Lead Risk Housing	86.0
Pesticides	46.2
Toxic Releases	17.4
Traffic	37.8
Effect Indicators	—
CleanUp Sites	25.6
Groundwater	14.3
Haz Waste Facilities/Generators	69.4
Impaired Water Bodies	33.2
Solid Waste	63.7
Sensitive Population	—
Asthma	50.5
Cardio-vascular	23.5

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Low Birth Weights	32.3
Socioeconomic Factor Indicators	—
Education	78.1
Housing	10.8
Linguistic	76.9
Poverty	81.2
Unemployment	33.6

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	21.48081612
Employed	45.27139741
Median HI	32.13139997
Education	—
Bachelor's or higher	20.73655845
High school enrollment	100
Preschool enrollment	1.873476197
Transportation	—
Auto Access	60.64416784
Active commuting	10.09880662
Social	—
2-parent households	15.21878609
Voting	57.33350443
Neighborhood	—
Alcohol availability	12.44706788

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Park access	20.78788656
Retail density	59.5534454
Supermarket access	39.30450404
Tree canopy	77.28730912
Housing	—
Homeownership	11.13820095
Housing habitability	58.64237136
Low-inc homeowner severe housing cost burden	86.83433851
Low-inc renter severe housing cost burden	93.750802
Uncrowded housing	28.08931092
Health Outcomes	—
Insured adults	9.765173874
Arthritis	0.0
Asthma ER Admissions	45.7
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	7.0
Cognitively Disabled	70.6
Physically Disabled	90.7
Heart Attack ER Admissions	67.5
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0

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Pedestrian Injuries	66.3
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	36.4
Elderly	74.7
English Speaking	21.9
Foreign-born	64.2
Outdoor Workers	22.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	75.0
Traffic Density	28.9
Traffic Access	0.0
Other Indices	—
Hardship	72.7
Other Decision Support	—
2016 Voting	61.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	47.0

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Healthy Places Index Score for Project Location (b)	23.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Total site acreage ~0.5 acres
Construction: Construction Phases	Site previously developed. No site prep or demo required. Estimated 14-mo const period. Grading will require ~750 cy export. All other assumptions based on model defaults.
Construction: Architectural Coatings	Includes use of low-VOC int/ext paints
Operations: Vehicle Data	Based on a total of 281 trips/day derived from the traffic analysis prepared for this project.
Operations: Water and Waste Water	Based on defaults

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SPRING ST MIXED USE Quarterly Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SPRING ST MIXED USE
Construction Start Date	7/2/2024
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	0.20
Location	35.63277458508328, -120.69238810999781
County	San Luis Obispo
City	Paso Robles
Air District	San Luis Obispo County APCD
Air Basin	South Central Coast
TAZ	3305
EDFZ	6
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Southern California Gas
App Version	2022.1.1.14

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

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Apartments Low Rise	8.00	Dwelling Unit	0.10	8,480	—	—	19.0	—
Hotel	16.0	Room	0.20	23,232	—	—	—	—
Strip Mall	3.11	1000sqft	0.01	3,109	—	—	—	—
Parking Lot	21.0	Space	0.10	0.00	—	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-5	Use Advanced Engine Tiers
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads
Construction	C-13	Use Low-VOC Paints for Construction
Energy	E-2	Require Energy Efficient Appliances
Water	W-4	Require Low-Flow Water Fixtures
Refrigerants	R-1	Use Alternative Refrigerants Instead of High-GWP Refrigerants
Refrigerants	R-5	Reduce Service Leak Emissions
Area Sources	AS-1	Use Low-VOC Cleaning Supplies
Area Sources	AS-2	Use Low-VOC Paints

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions

2.1.1. Construction Emissions Compared Against Thresholds

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Criteria Pollutants (ton/quarter) and GHGs (MT/quarter)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Q1	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.08	0.07	0.65	0.85	< 0.005	0.03	0.07	0.07	0.03	0.04	0.04	0.04	145
Mit.	0.03	0.03	0.78	0.99	< 0.005	0.03	0.03	0.03	0.03	0.01	0.03	0.04	145
% Reduced	65%	59%	-19%	-16%	—	-7%	61%	53%	-5%	61%	23%	—	—
Q2	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.12	0.10	0.98	1.27	< 0.005	0.04	0.02	0.04	0.04	0.01	0.04	0.06	216
Mit.	0.04	0.04	1.16	1.47	< 0.005	0.05	0.02	0.05	0.04	0.01	0.04	0.06	216
% Reduced	65%	59%	-19%	-16%	—	-7%	—	-7%	-5%	—	-5%	—	—
Q3	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.12	0.40	0.98	1.27	< 0.005	0.04	0.02	0.04	0.04	0.01	0.04	0.06	216
Mit.	0.04	0.08	1.16	1.47	< 0.005	0.05	0.02	0.05	0.04	0.01	0.04	0.06	216
% Reduced	65%	80%	-19%	-16%	—	-7%	—	-7%	-5%	—	-5%	—	—
Q4	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.12	0.40	0.98	1.27	< 0.005	0.04	0.02	0.04	0.04	0.01	0.04	0.06	216
Mit.	0.04	0.08	1.16	1.47	< 0.005	0.05	0.02	0.05	0.04	0.01	0.04	0.06	216
% Reduced	65%	80%	-19%	-16%	—	-7%	—	-7%	-5%	—	-5%	—	—
Q5	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.12	0.40	0.98	1.27	< 0.005	0.04	0.02	0.04	0.04	0.01	0.04	0.06	216
Mit.	0.04	0.08	1.16	1.47	< 0.005	0.05	0.02	0.05	0.04	0.01	0.04	0.06	216
% Reduced	65%	80%	-19%	-16%	—	-7%	—	-7%	-5%	—	-5%	—	—
Q6	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	< 0.005	0.02	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	2.38
Mit.	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	2.38
% Reduced	65%	80%	-19%	-16%	—	-7%	—	-7%	-5%	—	-5%	—	—
Quarterly (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—

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Unmit.	0.12	0.40	0.98	1.27	< 0.005	0.04	0.07	0.07	0.04	0.04	0.04	0.06	216
Mit.	0.04	0.08	1.16	1.47	< 0.005	0.05	0.03	0.05	0.04	0.01	0.04	0.06	216
% Reduced	65%	80%	-19%	-16%	—	-7%	61%	30%	-5%	61%	-5%	—	—

2.1.2. Construction Quarters

Quarter	Start Date	End Date	Length (days)
Q1	7/2/2024	9/30/2024	91
Q2	10/1/2024	12/30/2024	91
Q3	12/31/2024	3/31/2025	91
Q4	4/1/2025	6/30/2025	91
Q5	7/1/2025	9/29/2025	91
Q6	9/30/2025	10/3/2025	4

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (ton/quarter) and GHGs (MT/quarter)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Quarterly	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.02	0.02	0.01	0.05	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.87	11.3
Mit.	0.02	0.02	0.01	0.05	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.87	11.3
% Reduced	—	7%	—	—	—	—	—	—	—	—	—	< 0.5%	—

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SPRING ST MIXED USE Summary Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SPRING ST MIXED USE
Operational Year	2030
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	0.20
Location	35.63277458508328, -120.69238810999781
County	San Luis Obispo
City	Paso Robles
Air District	San Luis Obispo County APCD
Air Basin	South Central Coast
TAZ	3305
EDFZ	6
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Southern California Gas
App Version	2022.1.1.14

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	8.00	Dwelling Unit	0.10	8,480	—	—	19.0	—

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Hotel	16.0	Room	0.20	23,232	—	—	—	—
Strip Mall	3.11	1000sqft	0.01	3,109	—	—	—	—
Parking Lot	21.0	Space	0.10	0.00	—	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-5	Use Advanced Engine Tiers
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads
Construction	C-13	Use Low-VOC Paints for Construction
Energy	E-2	Require Energy Efficient Appliances
Water	W-4	Require Low-Flow Water Fixtures
Refrigerants	R-1	Use Alternative Refrigerants Instead of High-GWP Refrigerants
Refrigerants	R-5	Reduce Service Leak Emissions
Area Sources	AS-1	Use Low-VOC Cleaning Supplies
Area Sources	AS-2	Use Low-VOC Paints

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—

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Unmit.	995	1.23	0.04	37.9	1,077
Mit.	992	1.20	0.04	22.2	1,057
% Reduced	< 0.5%	2%	—	41%	2%
Daily, Winter (Max)	—	—	—	—	—
Unmit.	973	1.23	0.05	36.4	1,054
Mit.	969	1.21	0.05	20.7	1,034
% Reduced	< 0.5%	2%	—	43%	2%
Average Daily (Max)	—	—	—	—	—
Unmit.	981	1.23	0.05	37.1	1,062
Mit.	977	1.21	0.05	21.4	1,042
% Reduced	< 0.5%	2%	—	42%	2%
Annual (Max)	—	—	—	—	—
Unmit.	162	0.20	0.01	6.14	176
Mit.	162	0.20	0.01	3.54	173
% Reduced	< 0.5%	2%	1%	42%	2%

6. Climate Risk Detailed Report

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A

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Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

7. Health and Equity Details

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	47.0
Healthy Places Index Score for Project Location (b)	23.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No

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Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

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SPRING ST MIXED USE Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SPRING ST MIXED USE
Operational Year	2030
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	0.20
Location	35.63277458508328, -120.69238810999781
County	San Luis Obispo
City	Paso Robles
Air District	San Luis Obispo County APCD
Air Basin	South Central Coast
TAZ	3305
EDFZ	6
Electric Utility	Pacific Gas & Electric Company
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1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	8.00	Dwelling Unit	0.10	8,480	—	—	19.0	—

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Hotel	16.0	Room	0.20	23,232	—	—	—	—
Strip Mall	3.11	1000sqft	0.01	3,109	—	—	—	—
Parking Lot	21.0	Space	0.10	0.00	—	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-5	Use Advanced Engine Tiers
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads
Construction	C-13	Use Low-VOC Paints for Construction
Energy	E-2	Require Energy Efficient Appliances
Water	W-4	Require Low-Flow Water Fixtures
Refrigerants	R-1	Use Alternative Refrigerants Instead of High-GWP Refrigerants
Refrigerants	R-5	Reduce Service Leak Emissions
Area Sources	AS-1	Use Low-VOC Cleaning Supplies
Area Sources	AS-2	Use Low-VOC Paints

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—

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Unmit.	995	1.23	0.04	37.9	1,077
Mit.	992	1.20	0.04	22.2	1,057
% Reduced	< 0.5%	2%	—	41%	2%
Daily, Winter (Max)	—	—	—	—	—
Unmit.	973	1.23	0.05	36.4	1,054
Mit.	969	1.21	0.05	20.7	1,034
% Reduced	< 0.5%	2%	—	43%	2%
Average Daily (Max)	—	—	—	—	—
Unmit.	981	1.23	0.05	37.1	1,062
Mit.	977	1.21	0.05	21.4	1,042
% Reduced	< 0.5%	2%	—	42%	2%
Annual (Max)	—	—	—	—	—
Unmit.	162	0.20	0.01	6.14	176
Mit.	162	0.20	0.01	3.54	173
% Reduced	< 0.5%	2%	1%	42%	2%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Mobile	598	0.05	0.04	1.54	612
Area	5.92	< 0.005	< 0.005	—	5.95
Energy	378	0.04	< 0.005	—	380
Water	4.34	0.17	< 0.005	—	9.90
Waste	9.64	0.96	0.00	—	33.7
Refrig.	—	—	—	36.4	36.4
Total	995	1.23	0.04	37.9	1,077

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Daily, Winter (Max)	—	—	—	—	—
Mobile	581	0.06	0.04	0.04	594
Area	0.00	0.00	0.00	—	0.00
Energy	378	0.04	< 0.005	—	380
Water	4.34	0.17	< 0.005	—	9.90
Waste	9.64	0.96	0.00	—	33.7
Refrig.	—	—	—	36.4	36.4
Total	973	1.23	0.05	36.4	1,054
Average Daily	—	—	—	—	—
Mobile	584	0.05	0.04	0.66	597
Area	5.36	< 0.005	< 0.005	—	5.38
Energy	378	0.04	< 0.005	—	380
Water	4.34	0.17	< 0.005	—	9.90
Waste	9.64	0.96	0.00	—	33.7
Refrig.	—	—	—	36.4	36.4
Total	981	1.23	0.05	37.1	1,062
Annual	—	—	—	—	—
Mobile	96.6	0.01	0.01	0.11	98.9
Area	0.89	< 0.005	< 0.005	—	0.89
Energy	62.5	0.01	< 0.005	—	62.8
Water	0.72	0.03	< 0.005	—	1.64
Waste	1.60	0.16	0.00	—	5.58
Refrig.	—	—	—	6.03	6.03
Total	162	0.20	0.01	6.14	176

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

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Sector	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Mobile	598	0.05	0.04	1.54	612
Area	5.92	< 0.005	< 0.005	—	5.95
Energy	375	0.04	< 0.005	—	377
Water	3.79	0.15	< 0.005	—	8.64
Waste	9.64	0.96	0.00	—	33.7
Refrig.	—	—	—	20.7	20.7
Total	992	1.20	0.04	22.2	1,057
Daily, Winter (Max)	—	—	—	—	—
Mobile	581	0.06	0.04	0.04	594
Area	0.00	0.00	0.00	—	0.00
Energy	375	0.04	< 0.005	—	377
Water	3.79	0.15	< 0.005	—	8.64
Waste	9.64	0.96	0.00	—	33.7
Refrig.	—	—	—	20.7	20.7
Total	969	1.21	0.05	20.7	1,034
Average Daily	—	—	—	—	—
Mobile	584	0.05	0.04	0.66	597
Area	5.36	< 0.005	< 0.005	—	5.38
Energy	375	0.04	< 0.005	—	377
Water	3.79	0.15	< 0.005	—	8.64
Waste	9.64	0.96	0.00	—	33.7
Refrig.	—	—	—	20.7	20.7
Total	977	1.21	0.05	21.4	1,042
Annual	—	—	—	—	—
Mobile	96.6	0.01	0.01	0.11	98.9

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Area	0.89	< 0.005	< 0.005	—	0.89
Energy	62.0	0.01	< 0.005	—	62.3
Water	0.63	0.02	< 0.005	—	1.43
Waste	1.60	0.16	0.00	—	5.58
Refrig.	—	—	—	3.43	3.43
Total	162	0.20	0.01	3.54	173

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Apartments Low Rise	112	0.01	0.01	0.29	115
Hotel	274	0.02	0.02	0.70	280
Strip Mall	212	0.02	0.01	0.54	217
Parking Lot	0.00	0.00	0.00	0.00	0.00
Total	598	0.05	0.04	1.54	612
Daily, Winter (Max)	—	—	—	—	—
Apartments Low Rise	109	0.01	0.01	0.01	112
Hotel	266	0.03	0.02	0.02	272
Strip Mall	206	0.02	0.01	0.01	211
Parking Lot	0.00	0.00	0.00	0.00	0.00
Total	581	0.06	0.04	0.04	594
Annual	—	—	—	—	—

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Apartments Low Rise	18.1	< 0.005	< 0.005	0.02	18.6
Hotel	44.3	< 0.005	< 0.005	0.05	45.3
Strip Mall	34.2	< 0.005	< 0.005	0.04	35.0
Parking Lot	0.00	0.00	0.00	0.00	0.00
Total	96.6	0.01	0.01	0.11	98.9

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Apartments Low Rise	112	0.01	0.01	0.29	115
Hotel	274	0.02	0.02	0.70	280
Strip Mall	212	0.02	0.01	0.54	217
Parking Lot	0.00	0.00	0.00	0.00	0.00
Total	598	0.05	0.04	1.54	612
Daily, Winter (Max)	—	—	—	—	—
Apartments Low Rise	109	0.01	0.01	0.01	112
Hotel	266	0.03	0.02	0.02	272
Strip Mall	206	0.02	0.01	0.01	211
Parking Lot	0.00	0.00	0.00	0.00	0.00
Total	581	0.06	0.04	0.04	594
Annual	—	—	—	—	—
Apartments Low Rise	18.1	< 0.005	< 0.005	0.02	18.6
Hotel	44.3	< 0.005	< 0.005	0.05	45.3
Strip Mall	34.2	< 0.005	< 0.005	0.04	35.0
Parking Lot	0.00	0.00	0.00	0.00	0.00
Total	96.6	0.01	0.01	0.11	98.9

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4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Apartments Low Rise	14.1	< 0.005	< 0.005	—	14.2
Hotel	80.2	0.01	< 0.005	—	81.0
Strip Mall	14.4	< 0.005	< 0.005	—	14.5
Parking Lot	2.13	< 0.005	< 0.005	—	2.15
Total	111	0.02	< 0.005	—	112
Daily, Winter (Max)	—	—	—	—	—
Apartments Low Rise	14.1	< 0.005	< 0.005	—	14.2
Hotel	80.2	0.01	< 0.005	—	81.0
Strip Mall	14.4	< 0.005	< 0.005	—	14.5
Parking Lot	2.13	< 0.005	< 0.005	—	2.15
Total	111	0.02	< 0.005	—	112
Annual	—	—	—	—	—
Apartments Low Rise	2.34	< 0.005	< 0.005	—	2.36
Hotel	13.3	< 0.005	< 0.005	—	13.4
Strip Mall	2.38	< 0.005	< 0.005	—	2.40
Parking Lot	0.35	< 0.005	< 0.005	—	0.36
Total	18.3	< 0.005	< 0.005	—	18.5

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2T	CH4	N2O	R	CO2e

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Daily, Summer (Max)	—	—	—	—	—
Apartments Low Rise	13.2	< 0.005	< 0.005	—	13.4
Hotel	78.1	0.01	< 0.005	—	78.9
Strip Mall	14.2	< 0.005	< 0.005	—	14.4
Parking Lot	2.13	< 0.005	< 0.005	—	2.15
Total	108	0.02	< 0.005	—	109
Daily, Winter (Max)	—	—	—	—	—
Apartments Low Rise	13.2	< 0.005	< 0.005	—	13.4
Hotel	78.1	0.01	< 0.005	—	78.9
Strip Mall	14.2	< 0.005	< 0.005	—	14.4
Parking Lot	2.13	< 0.005	< 0.005	—	2.15
Total	108	0.02	< 0.005	—	109
Annual	—	—	—	—	—
Apartments Low Rise	2.19	< 0.005	< 0.005	—	2.21
Hotel	12.9	< 0.005	< 0.005	—	13.1
Strip Mall	2.36	< 0.005	< 0.005	—	2.38
Parking Lot	0.35	< 0.005	< 0.005	—	0.36
Total	17.8	< 0.005	< 0.005	—	18.0

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Apartments Low Rise	68.7	0.01	< 0.005	—	68.9
Hotel	192	0.02	< 0.005	—	193
Strip Mall	5.95	< 0.005	< 0.005	—	5.97
Parking Lot	0.00	0.00	0.00	—	0.00

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Total	267	0.02	< 0.005	—	268
Daily, Winter (Max)	—	—	—	—	—
Apartments Low Rise	68.7	0.01	< 0.005	—	68.9
Hotel	192	0.02	< 0.005	—	193
Strip Mall	5.95	< 0.005	< 0.005	—	5.97
Parking Lot	0.00	0.00	0.00	—	0.00
Total	267	0.02	< 0.005	—	268
Annual	—	—	—	—	—
Apartments Low Rise	11.4	< 0.005	< 0.005	—	11.4
Hotel	31.8	< 0.005	< 0.005	—	31.9
Strip Mall	0.99	< 0.005	< 0.005	—	0.99
Parking Lot	0.00	0.00	0.00	—	0.00
Total	44.2	< 0.005	< 0.005	—	44.3

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Apartments Low Rise	68.7	0.01	< 0.005	—	68.9
Hotel	192	0.02	< 0.005	—	193
Strip Mall	5.95	< 0.005	< 0.005	—	5.97
Parking Lot	0.00	0.00	0.00	—	0.00
Total	267	0.02	< 0.005	—	268
Daily, Winter (Max)	—	—	—	—	—
Apartments Low Rise	68.7	0.01	< 0.005	—	68.9
Hotel	192	0.02	< 0.005	—	193
Strip Mall	5.95	< 0.005	< 0.005	—	5.97

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Parking Lot	0.00	0.00	0.00	—	0.00
Total	267	0.02	< 0.005	—	268
Annual	—	—	—	—	—
Apartments Low Rise	11.4	< 0.005	< 0.005	—	11.4
Hotel	31.8	< 0.005	< 0.005	—	31.9
Strip Mall	0.99	< 0.005	< 0.005	—	0.99
Parking Lot	0.00	0.00	0.00	—	0.00
Total	44.2	< 0.005	< 0.005	—	44.3

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Hearths	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—
Architectural Coatings	—	—	—	—	—
Landscape Equipment	5.92	< 0.005	< 0.005	—	5.95
Total	5.92	< 0.005	< 0.005	—	5.95
Daily, Winter (Max)	—	—	—	—	—
Hearths	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—
Architectural Coatings	—	—	—	—	—
Total	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—
Hearths	0.00	0.00	0.00	—	0.00

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Consumer Products	—	—	—	—	—
Architectural Coatings	—	—	—	—	—
Landscape Equipment	0.89	< 0.005	< 0.005	—	0.89
Total	0.89	< 0.005	< 0.005	—	0.89

4.3.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Hearths	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—
Architectural Coatings	—	—	—	—	—
Landscape Equipment	5.92	< 0.005	< 0.005	—	5.95
Total	5.92	< 0.005	< 0.005	—	5.95
Daily, Winter (Max)	—	—	—	—	—
Hearths	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—
Architectural Coatings	—	—	—	—	—
Total	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—
Hearths	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—
Architectural Coatings	—	—	—	—	—
Landscape Equipment	0.89	< 0.005	< 0.005	—	0.89
Total	0.89	< 0.005	< 0.005	—	0.89

4.4. Water Emissions by Land Use

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4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Apartments Low Rise	1.19	0.05	< 0.005	—	2.73
Hotel	2.00	0.08	< 0.005	—	4.58
Strip Mall	1.14	0.05	< 0.005	—	2.60
Parking Lot	0.00	0.00	0.00	—	0.00
Total	4.34	0.17	< 0.005	—	9.90
Daily, Winter (Max)	—	—	—	—	—
Apartments Low Rise	1.19	0.05	< 0.005	—	2.73
Hotel	2.00	0.08	< 0.005	—	4.58
Strip Mall	1.14	0.05	< 0.005	—	2.60
Parking Lot	0.00	0.00	0.00	—	0.00
Total	4.34	0.17	< 0.005	—	9.90
Annual	—	—	—	—	—
Apartments Low Rise	0.20	0.01	< 0.005	—	0.45
Hotel	0.33	0.01	< 0.005	—	0.76
Strip Mall	0.19	0.01	< 0.005	—	0.43
Parking Lot	0.00	0.00	0.00	—	0.00
Total	0.72	0.03	< 0.005	—	1.64

4.4.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Apartments Low Rise	0.99	0.04	< 0.005	—	2.25

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Hotel	1.77	0.07	< 0.005	—	4.04
Strip Mall	1.03	0.04	< 0.005	—	2.36
Parking Lot	0.00	0.00	0.00	—	0.00
Total	3.79	0.15	< 0.005	—	8.64
Daily, Winter (Max)	—	—	—	—	—
Apartments Low Rise	0.99	0.04	< 0.005	—	2.25
Hotel	1.77	0.07	< 0.005	—	4.04
Strip Mall	1.03	0.04	< 0.005	—	2.36
Parking Lot	0.00	0.00	0.00	—	0.00
Total	3.79	0.15	< 0.005	—	8.64
Annual	—	—	—	—	—
Apartments Low Rise	0.16	0.01	< 0.005	—	0.37
Hotel	0.29	0.01	< 0.005	—	0.67
Strip Mall	0.17	0.01	< 0.005	—	0.39
Parking Lot	0.00	0.00	0.00	—	0.00
Total	0.63	0.02	< 0.005	—	1.43

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Apartments Low Rise	3.16	0.32	0.00	—	11.0
Hotel	4.72	0.47	0.00	—	16.5
Strip Mall	1.76	0.18	0.00	—	6.16
Parking Lot	0.00	0.00	0.00	—	0.00

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Total	9.64	0.96	0.00	—	33.7
Daily, Winter (Max)	—	—	—	—	—
Apartments Low Rise	3.16	0.32	0.00	—	11.0
Hotel	4.72	0.47	0.00	—	16.5
Strip Mall	1.76	0.18	0.00	—	6.16
Parking Lot	0.00	0.00	0.00	—	0.00
Total	9.64	0.96	0.00	—	33.7
Annual	—	—	—	—	—
Apartments Low Rise	0.52	0.05	0.00	—	1.83
Hotel	0.78	0.08	0.00	—	2.73
Strip Mall	0.29	0.03	0.00	—	1.02
Parking Lot	0.00	0.00	0.00	—	0.00
Total	1.60	0.16	0.00	—	5.58

4.5.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Apartments Low Rise	3.16	0.32	0.00	—	11.0
Hotel	4.72	0.47	0.00	—	16.5
Strip Mall	1.76	0.18	0.00	—	6.16
Parking Lot	0.00	0.00	0.00	—	0.00
Total	9.64	0.96	0.00	—	33.7
Daily, Winter (Max)	—	—	—	—	—
Apartments Low Rise	3.16	0.32	0.00	—	11.0
Hotel	4.72	0.47	0.00	—	16.5
Strip Mall	1.76	0.18	0.00	—	6.16

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Parking Lot	0.00	0.00	0.00	—	0.00
Total	9.64	0.96	0.00	—	33.7
Annual	—	—	—	—	—
Apartments Low Rise	0.52	0.05	0.00	—	1.83
Hotel	0.78	0.08	0.00	—	2.73
Strip Mall	0.29	0.03	0.00	—	1.02
Parking Lot	0.00	0.00	0.00	—	0.00
Total	1.60	0.16	0.00	—	5.58

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Apartments Low Rise	—	—	—	0.06	0.06
Hotel	—	—	—	36.3	36.3
Strip Mall	—	—	—	0.02	0.02
Total	—	—	—	36.4	36.4
Daily, Winter (Max)	—	—	—	—	—
Apartments Low Rise	—	—	—	0.06	0.06
Hotel	—	—	—	36.3	36.3
Strip Mall	—	—	—	0.02	0.02
Total	—	—	—	36.4	36.4
Annual	—	—	—	—	—
Apartments Low Rise	—	—	—	0.01	0.01
Hotel	—	—	—	6.01	6.01

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Strip Mall	—	—	—	< 0.005	< 0.005
Total	—	—	—	6.03	6.03

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Apartments Low Rise	—	—	—	0.06	0.06
Hotel	—	—	—	20.6	20.6
Strip Mall	—	—	—	0.01	0.01
Total	—	—	—	20.7	20.7
Daily, Winter (Max)	—	—	—	—	—
Apartments Low Rise	—	—	—	0.06	0.06
Hotel	—	—	—	20.6	20.6
Strip Mall	—	—	—	0.01	0.01
Total	—	—	—	20.7	20.7
Annual	—	—	—	—	—
Apartments Low Rise	—	—	—	0.01	0.01
Hotel	—	—	—	3.41	3.41
Strip Mall	—	—	—	< 0.005	< 0.005
Total	—	—	—	3.43	3.43

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	CO2T	CH4	N2O	R	CO2e

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Daily, Summer (Max)	—	—	—	—	—
Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—
Total	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—
Total	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—

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Total	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—
Total	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—
Total	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	CO2T	CH4	N2O	R	CO2e

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Daily, Summer (Max)	—	—	—	—	—
Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—
Total	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—
Total	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—

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Total	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Avoided	—	—	—	—	—
Subtotal	—	—	—	—	—
Sequestered	—	—	—	—	—
Subtotal	—	—	—	—	—
Removed	—	—	—	—	—
Subtotal	—	—	—	—	—
—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Avoided	—	—	—	—	—
Subtotal	—	—	—	—	—
Sequestered	—	—	—	—	—
Subtotal	—	—	—	—	—
Removed	—	—	—	—	—
Subtotal	—	—	—	—	—
—	—	—	—	—	—
Annual	—	—	—	—	—
Avoided	—	—	—	—	—
Subtotal	—	—	—	—	—
Sequestered	—	—	—	—	—
Subtotal	—	—	—	—	—
Removed	—	—	—	—	—

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Subtotal	—	—	—	—	—
—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—
Total	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—
Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—
Total	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—

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Avoided	—	—	—	—	—
Subtotal	—	—	—	—	—
Sequestered	—	—	—	—	—
Subtotal	—	—	—	—	—
Removed	—	—	—	—	—
Subtotal	—	—	—	—	—
—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Avoided	—	—	—	—	—
Subtotal	—	—	—	—	—
Sequestered	—	—	—	—	—
Subtotal	—	—	—	—	—
Removed	—	—	—	—	—
Subtotal	—	—	—	—	—
—	—	—	—	—	—
Annual	—	—	—	—	—
Avoided	—	—	—	—	—
Subtotal	—	—	—	—	—
Sequestered	—	—	—	—	—
Subtotal	—	—	—	—	—
Removed	—	—	—	—	—
Subtotal	—	—	—	—	—
—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

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5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	54.0	54.0	54.0	19,710	137	137	137	50,019
Hotel	128	128	128	46,720	335	335	335	122,349
Strip Mall	99.0	99.0	99.0	36,132	259	259	259	94,620
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	54.0	54.0	54.0	19,710	137	137	137	50,019
Hotel	128	128	128	46,720	335	335	335	122,349
Strip Mall	99.0	99.0	99.0	36,132	259	259	259	94,620
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0

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No Fireplaces	8
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	8
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
17172	5,724	39,512	13,171	261

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00

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Summer Days	day/yr	330

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	330

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	25,237	204	0.0330	0.0040	214,348
Hotel	143,468	204	0.0330	0.0040	600,007
Strip Mall	25,734	204	0.0330	0.0040	18,570
Parking Lot	3,816	204	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	23,699	204	0.0330	0.0040	214,348
Hotel	139,821	204	0.0330	0.0040	600,007
Strip Mall	25,491	204	0.0330	0.0040	18,570
Parking Lot	3,816	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

Attachment 3

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	241,776	0.00
Hotel	405,868	0.00
Strip Mall	230,291	0.00
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	199,514	0.00
Hotel	357,935	0.00
Strip Mall	208,966	0.00
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	5.85	—
Hotel	8.76	—
Strip Mall	3.26	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	5.85	—

Attachment 3

Hotel	8.76	—
Strip Mall	3.26	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

Attachment 3

Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	User Defined	1,500	< 0.005	2.50	2.00	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	—	1.00
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	—	1.00
Hotel	Other commercial A/C and heat pumps	User Defined	1,500	1.80	4.00	2.00	18.0
Hotel	Walk-in refrigerators and freezers	User Defined	1,500	< 0.005	7.50	2.00	20.0
Strip Mall	Other commercial A/C and heat pumps	User Defined	1,500	< 0.005	4.00	2.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	—	1.00
Strip Mall	Walk-in refrigerators and freezers	User Defined	1,500	< 0.005	7.50	2.00	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

Attachment 3

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

Attachment 3

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	21.3	annual days of extreme heat
Extreme Precipitation	5.00	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	25.5	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Attachment 3

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

Attachment 3

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	40.0
AQ-PM	8.24
AQ-DPM	52.8
Drinking Water	47.7
Lead Risk Housing	86.0
Pesticides	46.2
Toxic Releases	17.4
Traffic	37.8
Effect Indicators	—
CleanUp Sites	25.6
Groundwater	14.3
Haz Waste Facilities/Generators	69.4
Impaired Water Bodies	33.2
Solid Waste	63.7
Sensitive Population	—
Asthma	50.5
Cardio-vascular	23.5

Attachment 3

Low Birth Weights	32.3
Socioeconomic Factor Indicators	—
Education	78.1
Housing	10.8
Linguistic	76.9
Poverty	81.2
Unemployment	33.6

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	21.48081612
Employed	45.27139741
Median HI	32.13139997
Education	—
Bachelor's or higher	20.73655845
High school enrollment	100
Preschool enrollment	1.873476197
Transportation	—
Auto Access	60.64416784
Active commuting	10.09880662
Social	—
2-parent households	15.21878609
Voting	57.33350443
Neighborhood	—
Alcohol availability	12.44706788

Attachment 3

Park access	20.78788656
Retail density	59.5534454
Supermarket access	39.30450404
Tree canopy	77.28730912
Housing	—
Homeownership	11.13820095
Housing habitability	58.64237136
Low-inc homeowner severe housing cost burden	86.83433851
Low-inc renter severe housing cost burden	93.750802
Uncrowded housing	28.08931092
Health Outcomes	—
Insured adults	9.765173874
Arthritis	0.0
Asthma ER Admissions	45.7
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	7.0
Cognitively Disabled	70.6
Physically Disabled	90.7
Heart Attack ER Admissions	67.5
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0

Attachment 3

Pedestrian Injuries	66.3
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	36.4
Elderly	74.7
English Speaking	21.9
Foreign-born	64.2
Outdoor Workers	22.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	75.0
Traffic Density	28.9
Traffic Access	0.0
Other Indices	—
Hardship	72.7
Other Decision Support	—
2016 Voting	61.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	47.0

Attachment 3

Healthy Places Index Score for Project Location (b)	23.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Total site acreage ~0.5 acres
Construction: Construction Phases	Site previously developed. No site prep or demo required. Estimated 14-mo const period. Grading will require ~750 cy export. All other assumptions based on model defaults.
Construction: Architectural Coatings	Includes use of low-VOC int/ext paints
Operations: Vehicle Data	Based on a total of 281 trips/day derived from the traffic analysis prepared for this project.
Operations: Water and Waste Water	Based on defaults

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Attachment 4

MEMORANDUM

Date: July 8, 2023

To: Katie Banister and Brian Cowen, City of Paso Robles

From: Michelle Matson and Joe Fernandez, CCTC

Subject: 1745 Spring Street, Paso Robles – Transportation Analysis

This memorandum summarizes the transportation impact analysis of the proposed wine tasting, boutique hotel, and residential facility on Spring Street in the City of Paso Robles. The project would construct a 24,836 square foot building including 16 hotel rooms, eight one-bedroom units, and 3,109 square feet of retail.

The proposed project is expected to have a less-than-significant impact on VMT. We recommend the following:

- Install a bulb-out on the southwest corner of Spring Street/18th Street.
- Restrict parking on the southern side of 18th Street east of the access alley.
- Install no parking signs for vehicles over six feet high in the two angled parking spaces west of and closest to the access alley.
- Modify no parking zone for bus stop as needed.
- Replace existing school warning sign.
- Install pedestrian warning signs on the southeast corner of Spring Street/18th Street.

The project site plan and recommendations are attached.

CEQA ANALYSIS

Vehicle miles traveled (VMT) and safety were analyzed consistent with recently mandated changes to the California Environmental Quality Act (CEQA) and state Office of Planning and Research (OPR) guidance. The City's 2022 Transportation Impact Analysis (TIA) Guidelines Supplement provides VMT and safety thresholds consistent with OPR guidance. The Supplement notes that projects resulting in a net decrease in regional VMT would have a less than significant impact, and that retail and hotel projects may have a significant impact if they cause a net increase in regional VMT. Individual components of mixed-use projects can be analyzed individually or combined.

Projects may have a significant impact if they exacerbate an existing high-priority or similar safety location, introduce a design feature that substantially increases hazards, or propose features that do not meet City design standards.

Vehicle Miles Traveled (VMT)

The project impact on VMT was estimated using the SLOCOG TDM. **Table 1** presents regional VMT with and without the project.

Attachment 4

Table 1: Vehicle Miles Traveled

Vehicle Miles Traveled	
Scenario	**Regional VMT**
Baseline No Project	8,991,742
Baseline With Project	8,991,496
Change	*-246*
Source: SLOCOG Travel Demand Model, CCTC, 2023	

The addition of the project lowers regional VMT, so no further VMT analysis is warranted. The project would not have a VMT impact.

PROJECT TRIP GENERATION

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual* 11th Edition was used to estimate the project trip generation as shown in **Table 2**.

Table 2: Project Trip Generation

Trip Generation								
		Daily	AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Multifamily Housing[1]	8 DU	54	1	2	3	3	1	4
Hotel[2]	16 Rooms	128	4	3	7	5	4	9
Retail[3]	3.109 KSF	169	4	3	7	17	17	34
	Pass-by Trips (Retail)[4]	*-70*	*0*	*0*	*0*	*-7*	*-7*	*-14*
Total New Vehicle Trips		**281**	**9**	**8**	**17**	**18**	**15**	**33**

DU = Dwelling Unit; SF = Square Feet; ITE = Institute of Transportation Engineers.
1. ITE Land Use Code #220, Multifamily Housing (Low-Rise). Average rates used based on data cluster.
2. ITE Land Use Code #310, Hotel. Average rates used based on data cluster.
2. ITE Land Use Code #822 Strip Retail Plaza. Average rates used for Daily and AM. Fitted curve equation used for PM.
3. Assumed 40% PM peak hour pass-by consistent with Shopping Plaza. Peak hour pass-by trips multiplied by a factor of 5 to determine daily pass-by trips. No internal capture was assumed.
Source: ITE Trip Generation Manual, 11th Ed. and Trip Generation Handbook, 3rd Ed.

The proposed project would generate 281 net new vehicle trips per weekday, including 17 AM peak hour trips and 33 PM peak hour trips. This is below the threshold triggering traffic capacity analysis.

COLLISION HISTORY

Collision data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for Spring Street, and 18th Street in the vicinity of the project between 2018 and 2022. Four collisions were reported at the Spring Street/18th Street intersection as summarized below.

- Two rear-end collisions involving three northbound vehicles.
- One broadside collision involving two southbound vehicles.
- One head-on collision involving a southbound left turning vehicle and a northbound through vehicle.

No collisions reported near the intersection involved drivers entering or exiting 18th Street west of Spring Street and there are no recommendations.

Attachment 4

SITE ACCESS AND ON-SITE CIRCULATION

The current site is vacant. The project proposes all access via the alley between Spring Street and Oak Street south of 18th Street. All other existing driveways on the project frontage will be removed. At the intersection of Spring Street/18th Street, there are four existing ladder crosswalks with a pedestrian bulb-out on the northwest corner. We recommend the project construct a bulb-out on the southwest corner to reduce the crosswalk distances and improve pedestrian access.

Street features including landscaping, utility poles, street furniture, signs, and parked vehicles can inhibit sight distance in urban areas. The stopping sight distance is met along 18th Street and the City of Paso Robles does not have corner sight distance standards at driveways. Per California Manual on Uniform Traffic Control Devices (CAMUTCD) guidance, "At all intersections, one stall length on each side measured from the crosswalk or end of curb return should have parking prohibited. A clearance of six feet measured from the curb return should be provided at alleys and driveways." There is currently six feet or more of no parking west of the alley. We recommend six feet of no parking be installed east of the alley on the south side of 18th Street. We also recommend installing no parking signs restricting vehicles over six feet high for the two eastern angled parking spaces west of the alley on the south side of 18th Street and that the no parking zone for the bus stop on Spring Street be modified as needed.

In addition, we recommend the project install pedestrian warning signs on the southeast corner of Spring Street/18th Street for northbound traffic and replace the existing school warning sign for southbound traffic just south of the project site.

The project site plan and recommendations are attached.

ATTACHMENTS

Project Site Plan and Recommendations

REFERENCES

California Department of Transportation. May 2020. Vehicle Miles Traveled-Focused Transportation Impact Study Guide.

_____. 2014, Revision 6. California Manual on Uniform Traffic Control Devices.

City of El Paso De Robles. 2017. Bicycle & Pedestrian Master Plan.

_____. 2018. General Plan Circulation Element.

_____. 2013. Transportation Impact Analysis Guidelines.

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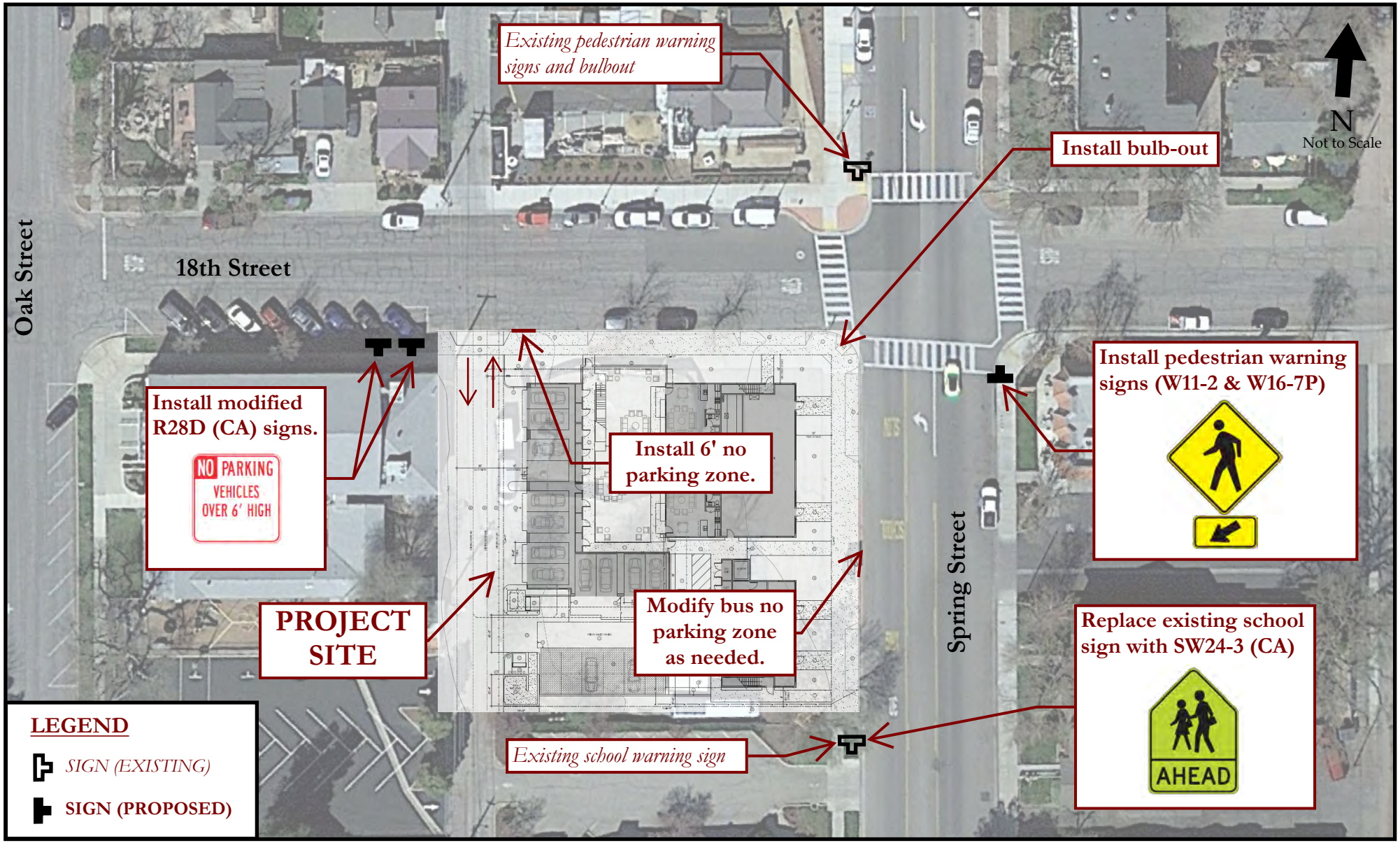
Institute of Transportation Engineers (ITE). 2021. Trip Generation Manual, 11th Edition.

_____. 2017. Trip Generation Handbook, 3rd Edition.

The Natelson Company, Inc. 2001. Employment Density Study Summary Report.

Project Site Plan and Recommendations

Attachment 4



Central Coast Transportation Consulting
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1745 Spring Street, Paso Robles

July 2023

Attachment 5

Mitigation Monitoring and Reporting Plan

Project File No./Name: P22-0076 / Spring Street Affordable Housing and Mixed Use
Approving Resolution No.:____ by: ☐ Planning Commission ☒City Council Date:_____

The following environmental mitigation measures were either incorporated into the approved plans or will be 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.

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.

Mitigation Measure PD22-11 / CUP23-07 / RZN23-01 / P22-0076 (Spring Street Affordable Housing and Mixed Use)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
AES-1. Exterior light fixtures installed by the applicant for the project shall be downcast light with shielding included so the light source is at least 2 inches above the bottom of the shield.	Project	City of Paso Robles Community Development Department (CDD)			
AES-2. The applicant shall limit parking lot illumination to no more than 0.5 foot-candles in a uniform pattern (no more than 3:1 (max/min) ratio).	Project	CDD			
AQ-1. The applicant shall reduce the amount of disturbed area where possible.	Project	CDD			

Mitigation Measure PD22-11 / CUP23-07 / RZN23-01 / P22-0076 (Spring Street Affordable Housing and Mixed Use)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
AQ-2. During construction activities, the applicant shall use water trucks, SLOAPCD-approved dust suppressants, or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding 20 percent opacity for greater than 3 minutes in any 60-minute period. The applicant shall increase watering frequency whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. The applicant shall use an APCD-approved dust suppressant where possible to reduce the amount of water used for dust control. For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook.	Project	CDD			
AQ-3. The applicant shall spray all dirt stockpile areas daily or cover with tarps or other dust barriers as needed.	Project	CDD			
AQ-4. The applicant shall pave all roadways, driveways, and frontage improvements as soon as possible. The building pad shall be laid as soon as possible after grading unless seeding or soil binders are used.	Project	CDD			
AQ-5. The applicant shall cover all dirt, sand, soil, or other loose materials hauled by truck or shall maintain at least two feet of freeboard (minimum vertical distance between the top of load and top of truck or	Project	CDD			

Mitigation Measure PD22-11 / CUP23-07 / RZN23-01 / P22-0076 (Spring Street Affordable Housing and Mixed Use)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
trailer) in accordance with California Vehicle Code Section 23114.					
AQ-6. During construction the applicant shall install and operate track-out prevention devices (any device or combination of devices that are effective at preventing sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in California Vehicle Code Section 23113 and California Water Code 13304) at all designated access points so that tracked out soils do not accumulate on paved roadways. The applicant shall require all employees, subcontractors, and others exiting the project site to use designated access points. Rumble strips, steel plates, and other track out prevention devices shall be periodically cleaned.	Project	CDD			
AQ-7. The applicant shall identify permanent dust control measures in the landscape plan, which shall be implemented as soon as possible following completion of any soil disturbing activities.	Project	CDD			
AQ-8. 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.	Project	CDD			

Mitigation Measure PD22-11 / CUP23-07 / RZN23-01 / P22-0076 (Spring Street Affordable Housing and Mixed Use)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
AQ-9. The applicant shall stabilize all disturbed soil areas not subject to revegetation using approved chemical soil binders, jute netting, or other methods approved in advance by the San Luis Obispo Air Pollution Control District.	Project	CDD			
AQ-10. The applicant shall limit vehicle speed for all construction vehicles to 15 mph on any unpaved surface on the construction site.	Project	CDD			
AQ-11. The applicant shall sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where possible. Roads shall be pre-wetted prior to sweeping.	Project	CDD			
AQ-12. The applicant shall not burn vegetative material.	Project	CDD			
AQ-13. 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 percent opacity, and to prevent the transport of dust off-site. 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 City of Paso Robles Engineering Department and the San Luis	Project	CDD			

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Obispo Air Pollution Control District Compliance Division prior to the start of any grading, earthwork, or demolition.					
AQ-14. All contractors or builders working on the site shall maintain all construction equipment in proper tune according to manufacturer's specifications.	Project	CDD			
AQ-15. Any heavy-duty (50 horsepower or greater) diesel-fueled construction equipment used by all contractors or builders working on the site shall exceed, at a minimum, Air Resources Board Tier 2 certified engines, or cleaner, off-road heavy-duty diesel engines and comply with State Off-Road Regulations.	Project	CDD			
AQ-16. All contractors or builders working on the site shall not idle any diesel equipment when not in use. The applicant shall post signs in the designated queuing areas and/or job sites to remind drivers and operators of the idling prohibition.	Project	CDD			
AQ-17. To the extent locally available, all contractors or builders working on the site shall use electrified or alternatively powered construction equipment.	Project	CDD			
AQ-18. The applicant shall use low volatile organic compound (VOC) content paints (i.e., 50 grams VOC per liter, or less).	Project	CDD			

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AQ-19. To the extent locally available, the applicant shall use prefinished building materials or materials that do not require the onsite application of architectural coatings.	Project	CDD			
AQ-20. The applicant shall meet or exceed California Green Building Standards Code (CALGreen) Tier 2 standards for reducing cement use in concrete mix as allowed by local ordinance and conditions.	Project	CDD			
AQ-21. The applicant shall notify the Paso Robles Joint Unified School District and The Christian Life Center of the potential for increased emissions associated with the project at least 30 days before the start of grading.	Project	CDD			
AQ-22. Ongoing, the project shall not include any backup electrical generation that would exceed San Luis Obispo Air Pollution Control District air quality thresholds.	Project	CDD			
AQ-23. Ongoing, if any land use with the potential to create noxious odors is proposed on the site, the applicant shall obtain approval from the San Luis Obispo Air Pollution Control District for proximity to sensitive receptors.	Project	San Luis Obispo Air Pollution Control District (SLOAPCD)			
CUL-1. In the event that buried or otherwise unknown cultural resources are discovered during construction work in the area of the find shall be suspended and the	Project	CDD			

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City of Paso Robles shall be contacted immediately, and appropriate mitigations measures shall be developed by qualified archeologist or historian if necessary, at the developers expense.					
CUL-2. In the event human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Luis Obispo County Coroner's office by telephone. No further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains (as determined by the qualified archaeologist and/or the Native American monitor) shall occur until the coroner has made the necessary findings as to origin and disposition. If the coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would make a determination as to the Most Likely Descendent.	Project	SLO County Coroner, Native American Heritage Commission			
GHG-1. The applicant shall construct the project with adequate electrical panel capacity to support an all-electric retrofit of the development	Project	CDD			
GHG-2. The applicant shall construct the project with appropriate conduit necessary to support the retrofit of	Project	CDD			

Mitigation Measure PD22-11 / CUP23-07 / RZN23-01 / P22-0076 (Spring Street Affordable Housing and Mixed Use)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
the development to meet battery charging needs when transportation is all-electric.					
HAZ-1. Before issuance of a grading permit, the applicant shall prepare a soils management plan subject to approval by the City and the Central Coast Regional Water Quality Control Board. Construction activity shall be subject to the requirements of the soils management plan.	Project	Central Coast Regional Water Quality Control Board (RWQCB) and CDD			
HAZ-2. Before issuance of a grading permit, the applicant shall notify the Central Coast Regional Water Quality Control Board and the San Luis Obispo County Environmental Health Services Division of the project including a statement that residual soil and groundwater pollution underlie the property and nearby properties. The applicant shall apply for and receive permission from the listed agencies before grading or other construction activities shall be permitted to commence.	Project	CDD, RWQCB, SLO County Environmental Health			
N-1. The outdoor courtyard and rooftop patio shall be open to tenants of the residential units and hotel units on the property only. Ongoing, amplified music and other nightclub activities shall be prohibited in the outdoor areas of the project unless a noise study is conducted and adequate mitigation is provided to preclude violations of the noise ordinance.	Ongoing	CDD			

(add additional measures as necessary)

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.