



**City of San Luis Obispo
INITIAL STUDY
ENVIRONMENTAL CHECKLIST FORM
USE-1035-2015 (PR-0113-2015)**

February 24, 2016

1. Project Title: Motel Inn & RV Park

2. Lead Agency Name and Address:

City of San Luis Obispo
990 Palm Street
San Luis Obispo, CA 93401

3. Contact Person and Phone Number:

Marcus Carloni, Associate Planner
(805) 781-7176
mcarloni@slocity.org

4. Project Location:

2223 Monterey Street
San Luis Obispo, CA 93401

5. Project Sponsor's Name and Address:

Motel Inn L.P.
P.O. Box 12910
San Luis Obispo, CA 93406

6. General Plan Designation:

Tourist Commercial

7. Zoning:

C-T-S (Tourist Commercial with "Special Consideration" Overlay due to the San Luis Creek and residential neighborhood bordering the property.)

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					

8. Description of the Project:

The proposal is to construct a new motel with a total of 55 rooms spread across a main hotel/lobby building and 12 detached “bungalow” units. A recreational vehicle (RV) park (23 spaces) is also proposed on the easterly portion of the project site. The property address is 2223 Monterey Street. The vicinity map is shown on the right. Total floor area for the buildings will be approximately 34,500 square feet. The property is approximately 4.19 acres in area and is situated at the northerly terminus of Monterey Street. The project site also includes remnants of the Historic “Motel Inn” which includes a façade and portions of the original lobby. Portions of the original historic Motel Inn are under construction and will be incorporated into an already approved building which was issued a building permit under prior entitlements, and is not a part of the current project under evaluation.



9. Surrounding Land Uses and Settings:

- North: Highway 101
- East: San Luis Creek
- West: Apple Farm Inn Motel
- South: San Luis Creek and San Luis Drive residential neighborhood

10. Project Entitlements Requested:

The project requires environmental review (this document), architectural review and approval by the Architectural Review Commission (ARC), and the issuance of a use permit from the Planning Commission.

11. Other public agencies whose approval is required: None

Issues, Discussion and Supporting Information Sources ER # 2363-2015	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
---	---------	--------------------------------	--	------------------------------	-----------

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

FISH AND GAME FEES

	The Department of Fish and Game has reviewed the CEQA document and written no effect determination request and has determined that the project will not have a potential effect on fish, wildlife, or habitat (see attached determination).
X	The project has potential to impact fish and wildlife resources and shall be subject to the payment of Fish and Game fees pursuant to Section 711.4 of the California Fish and Game Code. This initial study has been circulated to the California Department of Fish and Game for review and comment.

STATE CLEARINGHOUSE

X	This environmental document must be submitted to the State Clearinghouse for review by one or more State agencies (e.g. Cal Trans, California Department of Fish and Game, Department of Housing and Community Development). The public review period shall not be less than 30 days (CEQA Guidelines 15073(a)).
---	--

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					

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.	X
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(s) or “potentially significant unless mitigated” impact(s) 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 (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	



 Signature

February 24, 2016

 Date

Doug Davidson, Deputy Director

 Printed Name

For: Michael Codron

 Community Development Director

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					

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, including 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 Section 19, "Earlier Analysis," as described in (5) below, may be cross-referenced).
5. Earlier analysis 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 addressed 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

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					

1. AESTHETICS. Would the project:					
a) Have a substantial adverse effect on a scenic vista?	2			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, open space, and historic buildings within a local or state scenic highway?	2			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	1,2			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	1			X	

Evaluation

a), b) The proposed buildings are situated in a previously developed area and are low scale that will not exceed two stories (structure height of approximately 32 feet). The proposed project does not have the potential to adversely affect scenic vistas and the project will not affect scenic resources such as trees or rock outcroppings.

c) The project site is located in an area zoned for commercial development and was previously disturbed with buildings and site development associated with the Historic Motel Inn. The project proposal will be reviewed by the Architectural Review Commission for conformance with the City of San Luis Obispo Community Design Guidelines which address compatibility of proposed development on the site and in relation to surroundings. Additionally, the Planning Commission will review the project for compatibility through requirements of Ordinance No. 1130. In 1989, commercial properties on the east side of Monterey Street (including this property) were rezoned to include the "S", Special Consideration, overlay district. The implementing ordinance, Ordinance No. 1130, contains specific design criteria for new development on sites within the S district overlay. Aspects of site development that could potentially affect neighborhood compatibility and environmental quality are addressed in the design criteria. The design criteria include specifications which limit building openings onto the creek and address lighting, screening between land uses, riparian corridor protection, building height and grading limitations and drainage control.

d) New sources of lighting will be evaluated as part of the review of ordinance No. 1130 to ensure that lighting remains on-site and does not produce glare that could affect neighboring properties. The project will also be reviewed by the ARC and at the time of building permit submittal for compliance with the City's Night Sky Ordinance (SLOMC 17.23) which contains provisions to minimize glare and protect the natural environment from excessive and/or misdirected light and glare.

Conclusion: a-d) Less than significant impact.

2. AGRICULTURE RESOURCES. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?					X
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?					X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?					X

a),b),c) The Farmland Mapping and Monitoring Program of the California Resources Agency designates this property as Urban Land. There is no Williamson Act contract in effect on the project site. Redevelopment of the site will not contribute to conversion of farmland, and may relieve pressure to develop similar land outside of the City's Urban Reserve Line. No impacts to existing on site or off site agricultural resources are anticipated with the project.

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					

Conclusion: a-c) No Impact.

3. 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?	3,4,5		X		
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	4, 5		X		
d) Expose sensitive receptors to substantial pollutant concentrations?	4, 5		X		
e) Create objectionable odors affecting a substantial number of people?			X		

a-e) The proposed project was reviewed by the San Luis Obispo County Air Pollution Control District (APCD). The APCD is a commenting agency to assess air pollution impacts from both construction and operational phases of the project. The APCD found potential impacts associated with operational and construction phase impacts unless recommended mitigation measures are incorporated into the project. The APCD provided a letter dated November 17, 2015 (Appendix C) which included recommended mitigations to address construction impacts, operational phase impacts, and sensitive receptors. With incorporation of all mitigation measures and recommendations provided by APCD, impacts to air quality will be less than significant. Less than significant with mitigation incorporated.

Conclusion: a-e) Less than significant with mitigation incorporated.

Mitigation Measure AQ-1: Prior to issuance of building permits, all mitigations and recommended actions from the November 17, 2015 APCD letter commenting on the Motel Inn project shall be addressed to the satisfaction of the Community Development Director.

4. 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?	6		X		
b) Have a substantial adverse effect, on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	6		X		
c) Have a substantial adverse effect on federally protected wetlands as defined in 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?	7, 8,				X
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?	6		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or	3				X

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					

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?					X

(a-d) The proposed project complies with required setbacks from the creek bank and C/OS portion of the site. South-Central California Coast Steelhead, District Population Segment (*Onchorynchus mykiss*) are known to occur in San Luis Obispo Creek in the vicinity of the area of the project and have been documented upstream of the project site. The City's Natural Resources Manager has visited the site and confirmed that no riparian or otherwise biologically sensitive habitat or wetlands or wildlife corridors are associated with the portion of the site impacted by the proposed project. However, due to the proximity of development to the creek channel and downward slope of the site, there is the potential for construction-related impacts associated with machinery and sedimentation which could enter the natural area. A **mitigation measure (BIO-1)** has been recommended to ensure that proper erosion control measures for work in and around the riparian corridor are utilized under a Stormwater Pollution Prevention Plan (SWWP).

San Luis Creek runs through the eastern edge of the site, and is subject to protective standards adopted with Ordinance 1130 (1989 Series) for the C-T-S and C/OS-5 zones at this location. On its western bank (on the project site) the creek channel is vegetated by a mixture of native and non-native trees and groundcovers. All proposed structures and other improvements are above the established top of bank. Residential properties across the creek to the east encroach to the top of bank or overhang the creek channel with decorative landscaping and decking. Despite these encroachments, the creek has retained its value as a significant biological corridor. Its condition could be enhanced with the proposed project development if a robust restoration and enhancement plan is implemented, as required by Ordinance 1130 (1989 Series), criterion No. 3. The City's Natural Resources Manager has reviewed the project plans and has recommended **mitigation measures (BIO-2)** requiring a planting plan which would retain existing native vegetation along the banks and channel and replacement of non-native plantings with appropriate trees, shrubs and groundcover to enrich the creek habitat by providing additional shade cover and food sources for South-Central California Coast Steelhead, District Population Segment (*Onchorynchus mykiss*) and a more diverse, complex tree canopy that will be attractive to various bird species.

(e-f) No heritage trees or significant native vegetation exist on the portion of the site to be developed. It is not anticipated that any areas meeting the criteria for jurisdictional wetlands will be disturbed by the project and the project site is not part of a local, regional, or state habitat conservation plan. Less than significant impact.

Mitigation Measure BIO-1: The project shall include a Stormwater Pollution Prevention Plan (SWWP) to address erosion control and shall also incorporate the following measures for work in and around the riparian corridor:

- a. No heavy equipment should enter flowing water.
- b. Equipment will be fueled and maintained in an appropriate staging area removed from the riparian corridor.
- c. Restrict all heavy construction equipment to the project area or established staging areas.
- d. All project related spills of hazardous materials within or adjacent to the project area shall be cleaned up immediately. Spill prevention and clean up materials should be onsite at all times during construction.
- e. All spoils should be relocated to an upland location outside the creek channel area to prevent seepage of sediment in to the drainage/creek system.

Mitigation Measure BIO-2: Plans submitted for Building Permit Application shall include a creek restoration and enhancement plan identifying the removal of non-native vegetation within the creek bank and replacement with appropriate native trees, shrubs and groundcovers.

Conclusion: a-f) Less than significant with mitigation incorporated.

5. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historic resource as defined in §15064.5.	10, 11,			X	
--	------------	--	--	---	--

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5)	12, 13				
	14		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	13		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?	13		X		

Historic Resources

The proposed project is located on a site which is designated locally as a Master List Historic property. The Master List Historic Motel Inn was constructed in the 1924-1925 timeframe and was constructed in a Mission Revival architectural style. The Motel Inn is significant historically since it is associated with events that made a broad contribution to California’s history and cultural heritage. This is the first location to use the word “motel” and the first business to employ motoring comfort accommodations which represented a shift away from auto camps and cabins. Building permits issued under previous entitlements removed many of the non-historic structures on the site and the remaining historic portions of the Motel Inn include the main lobby building of the original Motel Inn, and a portion of the façade remaining from the original restaurant building. That said, these remaining building remnants from the historic Motel Inn are not a part of the currently proposed project and will be incorporated into a building which is currently under construction pursuant to building permits issued under previous entitlements.

a) The proposed project includes the construction of a lobby building with 12 attached hotel rooms, a mix of one and two story detached bungalows with a total of 40 hotel rooms, and a 1.6 acre site with 25 RV hookups. Due to the fact that the applicant has a current, approved building permit regarding partial construction of those elements of the project which are of historic value, no further evaluation is required for that part of the project. However, the Cultural Heritage Committee (CHC) will still need to review the remaining components of the project to insure that the entire project is consistent with the Historic Preservation Guidelines of the City and the Secretary of the Interior (SOI) Standards for the Treatment of Historic Properties. The proposed development requires an evaluation of the projects compatibility with the remaining character defining elements of the historic Motel Inn which are incorporated into the previously approved restaurant building which is under construction. The project’s compatibility with the approved restaurant building (including the remaining historic lobby building and façade of the original structure) will be evaluated by the City’s Cultural Heritage Committee for conformance with relevant City of San Luis Obispo Historic Preservation Guidelines and Secretary of Interior Standards for the Treatment of Historic Properties. An evaluation has been provided by City Staff for review by the Cultural Heritage Committee which finds that the proposed new construction will not detract from the historic significance of the remaining historic features to be incorporated into the previously approved restaurant building. Proposed development will be located approximately 20-feet behind the previously approved restaurant building (which includes the historic features) and the scale of the lobby building and bungalow units will not block views, nor overwhelm or detract from the remaining historic features. The proposed architectural style of the new development incorporates Mission Revival features which are complementary to the original Motel Inn architectural style. The new work will not detract or destroy any of the character defining features of the existing historic elements of the approved restaurant building and the proposed structures will preserve the essential form and integrity of the historic property. The RV portion of the property is of a relatively low intensity with only 25 potential RV spaces on the site plan. The parking of vehicles, including recreational vehicles, will not detract from the original motel setting, or its historic building elements. The continuation of a tourist-oriented use is consistent with the historic, visitor-serving purpose of the property. Less than significant impact.

Archaeological Resources

b-d) The project site is considered an archaeologically “sensitive area” because it is within 200 feet of the top of the bank of San Luis Obispo Creek. In January, 2002, Bertrando & Bertrando prepared an Extended Phase I Testing report, which is attached to this initial study as Appendix F. No archaeological deposits were identified. While no archaeological resources were discovered in the test trenches, it is possible that resources could be uncovered with project excavation and grading. The Phase 1 testing report found that in order to reduce potential impacts to cultural resources which could be impacted during ground disturbance activities that monitoring should be conducted. Less than significant impact with mitigation

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					

incorporated.

Mitigation Measure CR-1:

Prior to issuance of construction permits a monitoring plan in conformance with requirements of City Archaeological Preservation Program Guidelines shall be submitted and approved by the Community Development Director. The monitoring plan shall be submitted by a City approved subsurface archaeologist and all monitoring and construction work shall be carried out consistent with the approved monitoring plan. In the event excavations or any ground disturbance activities encounter significant paleontological resources, archaeological resources, or cultural materials, then construction activities, which may affect them, shall cease until the extent of the resource is determined and the Community Development Director approves appropriate protective measures or mitigation in conformance with Archaeological Resource Preservation Program Guidelines section 4.60. If pre-historic Native American artifacts are encountered, a Native American monitor should be called in to work with the archaeologist to document and remove the items. Disposition of artifacts shall comply with state and federal laws. A note concerning this requirement shall be included on all relevant sheets with ground disturbance activities with clear notes and callouts.

Conclusion: a-d) Less than significant impact with mitigation incorporated

6. GEOLOGY AND SOILS. Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				X	
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.	16			X	
II. Strong seismic ground shaking?	16			X	
III. Seismic-related ground failure, including liquefaction?	16			X	
IV. Landslides?	16			X	
b) Result in substantial soil erosion or the loss of topsoil?	17			X	
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?	16,17			X	
d) Be located on expansive soil, as defined in Table 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	17			X	
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?	17				X

a) San Luis Obispo County, including San Luis Obispo is located within the Coast Range Geomorphic Province, which extends along the coastline from central California to Oregon. This region is characterized by extensive folding, faulting, and fracturing of variable intensity. In general, the folds and faults of this province comprise the pronounced northwest trending ridge-valley system of the central and northern coast of California.

Under the Alquist-Priolo Special Studies Zone Act, the State Geologist is required to delineate appropriately wide special studies zones to encompass all potentially and recently-active fault traces deemed sufficiently active and well-defined as to constitute a potential hazard to structures from surface faulting or fault creep. In San Luis Obispo County, the special Studies Zone includes the San Andreas and Los Osos faults. The edge of this study area extends to the westerly city limit line, near Los Osos Valley Road. According to a recently conducted geology study, the closest mapped active fault is the Los Osos Fault, which runs in a northwest direction and is about one mile from the City's westerly boundary. Because portions of this fault have displaced sediments within a geologically recent time (the last 10,000 years), portions of the Los Osos fault are

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					

considered “active”. Other active faults in the region include: the San Andreas, located about 30 miles to the northeast, the Nacimiento, located approximately 12 miles to the northeast, and the San Simeon-Hosgri fault zone, located approximately 12 miles to the west.

Although there are no fault lines on the project site or within close proximity, the site is located in an area of “High Seismic Hazards,” specifically Seismic Zone D, which means that future buildings constructed on the site will most likely be subjected to excessive ground shaking in the event of an earthquake. Structures must be designed in compliance with seismic design criteria established in the Building Code. To minimize this potential impact, the California Building Code and City Codes require new structures be built to resist such shaking or to remain standing in an earthquake. No mitigation measures are necessary. Less than significant impact.

b) The site is already partially developed and is an infill site located in an urbanized area. The project will not result in loss of topsoil to a level that would be considered significant.

c), d) A soils engineering report will be required by the Building Division at the time of submittal for building and grading permits. The soils report will require data regarding the nature, distribution and strength of the existing soils, and conclusions and recommendations for grading and construction. Grading and building techniques must be designed in compliance with the report. To ensure the proposed project does not pose a risk to occupants and structures the construction plans submitted to the building division for review and approval shall be consistent with recommendations of the soils engineering report.

e) The proposed project will be required to connect to the City’s sewer system. Septic tanks or alternative wastewater systems are not proposed and will not be used on the site.

Conclusion: a-e) Less than Significant impact

7. GREENHOUSE GAS EMISSIONS. Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	5			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	5			X	

a), b) In addition to the criteria pollutants discussed in the above air quality analysis, the state of California recently passed Assembly Bill 32, the California Global Warming Solution Act of 2006 and California Governor Schwarzenegger Executive Order S-3-05 (June 1, 2005), both require reductions of greenhouse gases in the State of California. The proposed project will result in infill development, located in close proximity to transit, and to the amenities of the City. The project is consistent with City policies for infill development and efficient use of existing infrastructure. As discussed in the above air quality analysis, the APCD has provided comments on the project to address construction and operational phase impacts of the project (Appendix C). Compliance with recommended mitigation measure AQ-1 also includes measures to reduce the production of greenhouse gas emissions which are also produced with operational and construction phase emissions discussed in the Air Quality analysis. These characteristics of the proposal coupled with the requirement to address APCD comments finds the project consistent with efforts to reduce greenhouse gas emissions and will result in less than significant impacts.

Conclusion: a, b) Less than significant impact.

8. 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?					X
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?			X		

Issues, Discussion and Supporting Information Sources ER # 2363-2015	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
---	---------	--------------------------------	--	------------------------------	-----------

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?					X
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?					X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?					X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?					X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?					X
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	19,20			X	

a) The proposed hotel and RV park use would not involve the routine transport, use, or disposal of hazardous materials. No Impact.

b) A Phase I environmental site assessment was prepared by Ceres Associates and is attached as Appendix G. Recommendations are included in the report which will require certain actions. Since the site previously had a service station use there may be underground tanks remaining in place. As an example, the site assessment recommends that ground penetrating radar (GPR) be utilized to determine if any underground tanks exist, and that sampling be conducted to assess if asbestos is contained in the remaining building on-site. Less than significant with mitigation incorporated.

Mitigation Measure HAZ-1:

The applicant shall comply with the recommendations contained in the Phase I environmental site assessment prepared by Ceres Associates to confirm that any contamination issues have been adequately addressed prior to site development. All contamination issues must be resolved to the satisfaction of the Fire Chief prior to construction.

c), d) The proposed project is not within one quarter mile of an existing school and the project would not involve the use, transportation, disposal, or emission of hazardous materials. The site is not on a list of hazardous materials sites. No Impact.

e), f), g) The project site is not within an airport land use plan and is not within two miles of a public airport or private airstrip. The project has been reviewed by the City Fire Department and would not interfere with emergency response plans or evacuation plans. No Impact.

i) The project site is not located within the wildland interface zone. Less than significant impact.

Conclusion: a & c-h) Less than significant with mitigation incorporated.

9. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements?					X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local					X

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					

groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?					
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?				X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	20,21			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	20,21			X	
f) Otherwise substantially degrade water quality?				X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X	
i) Expose people or structures to significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X	
j) Inundation by seiche, tsunami, or mudflow?					X

a), b) The project site is located within the San Luis Obispo Creek watershed area. Due to its size and location, the project is subject to the Drainage Design Manual (DDM) of the Water Way Management Plan (WWMP) and newly adopted Post Construction Requirements for storm water control. The project will not violate any water quality standards or waste discharge requirements. Site redevelopment will be served by the City's sewer and water systems and will not use or otherwise deplete groundwater resources. The existing on-site water well is proposed to be removed but could be used for landscape irrigation. No significant change is expected to the local groundwater table. The well site is down gradient from the rural upstream properties that rely on groundwater. No impact.

c), d), e), f) Physical improvement of the project site will be required to comply with the drainage requirements of the City's Waterways Management Plan. This plan was adopted for the purpose of ensuring water quality and proper drainage within the City's watershed. The Waterways Management Plan requires that site development be designed so that post-development site drainage does not exceed pre-development run-off and the proposed project does not increase impervious surface area. If applicable, plans submitted for a building permit application will be evaluated by the Public Works Department and must be designed in a manner that is consistent with the requirements of the Waterways Management Plan. The project will be subject to the Post Construction Stormwater Regulations. These regulations address both water quantity and water quality. The project will be required to retain and/or treat the runoff from the impervious surfaces including parking areas, drive aisles, and roofs. A water quality upgrade is expected from this previously developed site. City Engineering Standards address point source controls for solid waste and materials storage areas. Less than significant impact.

g), h), i) The project site is located within the 100-year flood zone per the Federal Flood Hazard Boundary or Flood Insurance Rate Map as is the majority of the downtown area. The project is therefore subject to showing compliance with the Waterway Management Plan Drainage Design Manual. Per section 3.0 of the Waterways Management Plan, new development projects and redevelopment projects within the FEMA designated 100-year floodplain that are not located within the Mid-Higuera or special Floodplain Management Zone have no significant effects on flood elevations provided design criteria of the plan are met. Furthermore, the project is subject to the Floodplain Management Regulations (flood ordinance). The engineer of record has modeled the project to show that the structures are located outside the SFHA and that the project will not impact adjoining properties. A Letter of Map Change will be processed as a condition of building permits. The project will be required to have a finished floor elevation of at least 1-foot above the defined 100-year flood elevation at the time, or for

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					

commercial buildings within the central business district the building can be built at present grade with incorporation of FEMA “flood-proofing” measures to the satisfaction of the City Engineer. The new structures and improvements will be located away from the top of creek bank in accordance with the Creek Setback Ordinance. Less than significant impact.

Conclusion: Less than significant impact.

10. LAND USE AND PLANNING. Would the project:

a) Physically divide an established community?					X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	19,22				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	19,22				X

Evaluation

a), b), c) The proposed infill development project is consistent with the General Plan since the site is designated for Tourist Commercial land uses by the General Plan which the proposed visitor-serving development is consistent. The project will not physically divide an established community or conflict with any applicable habitat conservation plan or natural community conservation plans. No Impact.

Conclusion: No Impact.

11. 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?					X
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?					X

a), b) No known mineral resources are present at the project site. Implementation of the proposed project would not result in the loss of availability of a known mineral resource. The project site is not designated by the general plan, specific plan, or other land use plans as a locally important mineral recovery site.

Conclusion: No Impact.

12. 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?	23,24			X	
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	23,24			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	23,24			X	

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					

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

a), b) The site is located adjacent to Highway 101, the principal noise source affecting existing and future noise conditions in the vicinity. Due to existing noise from Highway 101, the project site is exposed to noise levels in the 60-70dB range. The General Plan Noise Element lists the acceptable range of noise as up to 60 db without the need for any specific noise studies or mitigation. Hotels and motels are noise sensitive uses as designated in the Noise Element of the General Plan. The Noise Element indicates that noise levels of 60 decibels (dB) are acceptable for outdoor activity areas and 45 dB is acceptable for indoor areas. Outdoor noise levels in the 60-70 dB range are classified as “conditionally acceptable”. This means that development may be permitted provided it is designed to meet acceptable (for the proposed land use) noise exposure levels.

Due to existing and projected noise levels emanating from Highway 101, in previous approvals for the site, the applicant was required to prepare a noise study to evaluate mitigation strategies for meeting interior and exterior noise standards. The noise study was prepared for a similar, but somewhat different hotel use, by Donald Asquith, PhD, and is attached as Appendix H. The study notes how the freeway noise source varies in elevation above the site from west to east. The northbound on-ramp from Monterey Street is approximately 5 feet higher at the westerly end of the site, increasing to 15 feet at the easterly end. While noise exposure from the highway is still significant, this grade differential from the noise source does reduce the traffic noise levels from what they would otherwise be if the noise source was at the same elevation as the project site.

Outdoor spaces that are created within the project site should be designed to consider the freeway noise and exposure of visitors to the noise. For outdoor areas, similar to previous approvals, proposed buildings are sited such that outdoor areas are situated on the opposite side of proposed structures which will attenuate freeway sound levels to acceptable outdoor noise levels. Complying noise levels for interior spaces can be achieved through standard building techniques for the motel units, according to the noise study and consistent with the City Noise Guidebook. City staff also visited the project site on December 17, 2015, measured noise from the freeway with a sound meter and found the noise levels to be consistent with the prior Asquith study. Recreational vehicle parks are not listed in the General Plan Noise Element as Noise Sensitive uses. For the RV park portion of the project it can be anticipated that recreational vehicle travelers would anticipate freeway noise at this location as it is somewhat common that RV parks are located adjacent to freeways and major roadways. It is not anticipated that RV travelers would have the same expectation of interior noise reduction or quiet outdoor or indoor noise levels as motels or hotel accommodations. Less than significant impact.

Noise increases resulting from the proposed project

c), d) The hotel and RV park uses are not anticipated to produce sound levels which would exceed thresholds of the General Plan noise element or Noise Ordinance. To a considerable degree, it can be anticipated that proposed structures will help buffer Highway 101 noise from the yards of the neighbors across San Luis Creek. In addition, parking areas for the motel use and RV parking are between 120 feet to 150 feet from the nearest residence on San Luis Drive, and further buffered by San Luis Creek and a heavily vegetated riparian corridor. In addition, Ordinance 1130 contains specific provisions to ensure compatible noise levels with residential uses across the riparian corridor which will be reviewed for conformance by the City Planning Commission.

Construction activities generate noise, and may temporarily raise the ambient noise levels above acceptable levels for the duration of construction, including groundborne vibration and noise. Construction noise is regulated by the City’s Noise Ordinance, which regulates time of construction and maximum noise levels that may be generated. The project would be required to meet the noise standards contained in the Ordinance, which includes limitations on the days and hours of construction. Less than significant impact.

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					

e), f) The project site is not located within an airport land use plan, is not located within two miles of a public use airport, and is not in the vicinity of a private airstrip. No impact.

Conclusion: Less than significant impact.

13. 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)?					X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?					X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?					X

a) The project is proposed in an already urbanized area with existing roads and other infrastructure. The project would not induce substantial population growth in the area directly or indirectly. Less than significant.

b), c) The project would not displace any existing housing or substantial numbers of people. No Impact.

Conclusion: No Impact

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

a) Fire protection?					X
b) Police protection?					X
c) Schools?					X
d) Parks?					X
e) Other public facilities?					X

The proposal is for a tourist-oriented land use which will not require the provision of public facilities such as parks or schools. There is also adequate capacity of water, sewer, police and fire protection to service the proposed development. The development will be subject to the standard traffic and water impact fees.

Conclusion: No impact.

15. RECREATION.

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

a), b) The project does not include permanent residential units and the transitory nature of the hotel guests and RV park use should not place an additional substantial burden on nearby residential facilities such that substantial physical deterioration would be accelerated. No Impact

Issues, Discussion and Supporting Information Sources ER # 2363-2015	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
---	---------	--------------------------------	--	------------------------------	-----------

Conclusion: No impact

16. TRANSPORTATION/TRAFFIC. Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X		
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X		
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?					X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	27		X		
e) Result in inadequate emergency access?					X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	25, 26,27			X	

Project Traffic Impact

a), b) The General Plan Circulation Element identifies Monterey Street as an arterial road and adopts level of Service D (LOS D) as the maximum acceptable level of traffic congestion during PM peak hour conditions outside the downtown. The Circulation Element does not prescribe any modifications to Monterey Street northeast of its intersection with Grand Avenue.

Higgins Associates prepared a traffic impact study (TIS) on the more intensive but similar motel project at this site, approved in 2003. (See Appendix I, attached.) The TIS evaluated how traffic from the project would affect the operation of nearby intersections. According to the report, full development of the motel would generate approximately 1,148 vehicle trips per day, with 29 trips entering the project site and 52 trips departing during the AM peak hour, and 39 trips entering and 35 trips departing during the PM peak hour. The TIS forecasted how this additional traffic would be distributed to the following intersections and evaluated its impact on the traffic level of service (LOS). (The traffic impacts of the current, proposed project will be significantly less based on an average daily trip generation of 475 trips, according to the Omni Means draft Technical Memorandum dated November, 2015. See Appendices, attached.)

1. Monterey Street & U.S. 101 NB On/Off Ramps at Project Driveway
2. Monterey and Garfield
3. Monterey Street and Buena Vista
4. Buena Vista and Garfield
5. Buena Vista and U.S. 101 Southbound Off Ramp
6. Monterey Street at Apple Farm Inn Driveway
7. Monterey Street at La Questa Motor Inn Driveway

The TIS concluded that under “existing + Project” conditions, area intersections will operate at acceptable levels of service (generally at LOS C or better), in compliance with Circulation Element standards.

Conclusion: Less than significant impact.

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					

Cumulative Traffic Impacts:

The prior traffic impact study also considered the prior project’s contribution to cumulative traffic volumes at build-out of the City’s general plan land uses. Under cumulative conditions, the analysis showed that intersections 1, 3, 4, 6 and 7 listed above will continue to operate at acceptable levels of service (LOS D or better) during AM and PM peak hours. For intersection 2 (Garfield @ Monterey), the Garfield approach to Monterey would operate at LOS F during the PM peak hour, without that project’s traffic being added. The TIS concluded that signalization would not meet Caltrans warrants but that actual conditions should be monitored as traffic conditions change to determine the future need for a signal, or possibly all-way traffic controls.

Under build-out conditions, the Buena Vista approach to the southbound U.S. 101 off ramp (intersection 5, above) would operate at LOS E during the PM peak hour, without project traffic being added. The TIS concluded that signalization of this intersection does not meet Caltrans warrants, but like the Garfield intersection, monitoring should be undertaken and signalization may be warranted in the future.

Conclusion: Less than significant impact. (Note: This project will pay city Transportation Impact Fees as required by ordinance. Revenues from these fees are used to pay for mitigating area-wide traffic conditions as those mitigations become necessary. Payment of the fee constitutes this project’s fair share contribution toward mitigating potential, future substandard traffic conditions.)

Traffic Geometrics Concerns

d) Access to the Motel Inn site is challenging due to its immediate proximity to the northbound on ramp and southbound off-ramp of Highway 101. Therefore, a traffic study was conducted by Omni-Means (November, 2015) to evaluate potential impacts of the proposed new traffic to the area and identify the most reasonable measures to mitigate road and driveway geometric issues. The study was conducted in partnership with Caltrans. The study recommends: (1) restricting southwest (SW) left turns for approximately 120 feet of the Northbound (NB) 101 off ramp; (2) providing a west-bound (WB) left turn refuge/acceleration lane for hotel traffic; (3) realigning the Monterey Street curb line; and (4) making minor adjustment to affected motel driveways along Monterey Street. A conceptual graphic of the recommended mitigation is shown below.

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					



Source: Omni-Means

Mitigation Measure: MM-1

Prior to the issuance of a certificate of occupancy, the applicant shall construct the roadway channelization project as recommended in the traffic study which is depicted above, and as approved by the City and Caltrans.

Conclusion: Less than significant with mitigation.

- c) The project would not have any effect on air traffic patterns. No Impact.
- e) The site has been reviewed by City emergency services and found to comply with requirements for emergency access. No impact.

17. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?					X
b) Require or result in the construction or expansion of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	28			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?	28			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to				X	

Issues, Discussion and Supporting Information Sources ER # 2363-2015	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
---	---------	--------------------------------	--	------------------------------	-----------

the provider's existing commitments?					
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	29			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X	

a) b) c) The City Water Resource Recovery Facility and existing sewers in the vicinity have sufficient capacity to serve the project site. The developer will be required to construct private sewer laterals to convey wastewater to the sewer main that parallels the project's western property line. All on-site sewer facilities will be required to be constructed according to the standards in the Uniform Plumbing Code. Sewer impact fees are collected at the time building permits are issued to pay for capacity at the City's Water Resource Recovery Facility. The fees are set at a level intended to offset the potential impacts of future development. The site includes existing public water and sewer mains in easements along the northern and western property lines. This water main is the transmission water main from Reservoir 1. Proposed development at the site shall be sited outside of these easements. Storm drainage facilities in the vicinity are adequate to serve the proposed project and no expansion is required which could result in significant environmental effects. Less than significant impact.

d) Water demand from the project was anticipated as part of General Plan build out. Future site development is subject to water impact fees which were adopted to ensure that new development pays its fair share of the cost of constructing the water supply, treatment and distribution facilities that will be necessary to serve it. Less than significant impact.

e) f) g) Background research for the Integrated Waste Management Act of 1989 (AB939) shows that Californians dispose of roughly 2,500 pounds of waste per month. Over 90% of this waste goes to landfills, posing a threat to groundwater, air quality, and public health. Cold Canyon landfill is projected to reach its capacity by 2018. The Act requires each city and county in California to reduce the flow of materials to landfills by 50% (from 1989 levels) by 2000. To help reduce the waste stream generated by this project, consistent with the City's Source Reduction and Recycling Element, recycling facilities must be accommodated on the project site and a solid waste reduction plan for recycling discarded construction materials must be submitted with the building permit application. The project is required by ordinance to include facilities for recycling to reduce the waste stream generated by the project, consistent with the Source Reduction and Recycling Element. Less than significant impact.

Conclusion: Less than significant impact

18. 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?			X		
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 the past projects, the effects of other current projects, and the effects of probable future projects)?				X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or				X	

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					

indirectly?					
-------------	--	--	--	--	--

19. EARLIER ANALYSES.
Earlier analysis may be used where, pursuant to the 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). In this case a discussion should identify the following items:
a) Earlier analysis used. Identify earlier analyses and state where they are available for review.
None.
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.
N/A
c) Mitigation measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions of the project.

20. SOURCE REFERENCES.	
1.	City of San Luis Obispo Ordinance 1130, 1989
2.	Project Plans
3.	Municipal Code
4.	Response Letter from Air Pollution Control District (APCD), 2015
5.	APCD's CEQA Air Quality Handbook
6.	Ecological Analysis of Apple Farm II, 8/20/02, Levine-Fricke
7.	City of San Luis Obispo Creek Setback ordinance (Section 17.16.025 of the Zoning Regulations)
8.	City of San Luis Obispo Conservation and Open Space Element, 2006
9.	City of San Luis Obispo Historic Resources Inventory, December, 1983
10.	City of San Luis Obispo Historical Preservation Guidelines, 2010
11.	Historical Resources Inventory of Property, Bertrando, September 2000
12.	Historic American Building Survey (HABS) of the Motel Inn, August 2004
13.	Archaeological Report, Bertrando & Bertrando, January 2002
14.	City of San Luis Obispo Archaeological Resource Preservation Guidelines, 1995
15.	Extended Phase I Testing Report, Bertrando, 2002
16.	San Luis Obispo Quadrangle Map, State Geologist (Alquist-Priolo Map), 1990
17.	Soil Survey of San Luis Obispo County, U.S. Soil Conservation Service, 1984
18.	Phase I Environmental Site Assessment by Ceres Associates, October, 1999
19.	City of San Luis Obispo Land Use Element, 2014
20.	FEMA Flood Insurance Rate Map (Community Panel 0603100005C)
21.	Preliminary Storm Water Control Plan, Above Grade Engineering, San Luis Obispo, November 2015
22.	City of San Luis Obispo Zoning Regulations
23.	City of San Luis Obispo Noise Element & Guidebook
24.	Noise Investigation , Donald Asquith, PhD, March, 2001

Issues, Discussion and Supporting Information Sources ER # 2363-2015	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
---	---------	--------------------------------	--	------------------------------	-----------

25.	Trip Generation, Institute of Transportation Engineers, 9 th Edition, 2012
26.	Motel Inn Traffic Analysis, Higgins Associates, March 2002
27.	Traffic Report, Omni-Means, November 2015
28.	City of San Luis Obispo Water Allocation Regulations
29.	City of San Luis Obispo Source Reduction and Recycling Element, 1994
Note	All of the above reference sources that are not attached as appendices to this Initial Study are available upon request in the Community Development Department, City of San Luis Obispo

ATTACHMENTS:

- Appendix A: Project Plans
- Appendix B: Not Used
- Appendix C: Air Pollution Control District Letter Dated November 17, 2015
- Appendix D: Ecological Analysis of San Luis Obispo Creek, Levine-Fricke, May 2002 and USFWS Protocol Survey, Levine-Fricke, June 2003
- Appendix E: Historic American Building Survey of Former Motel Inn, 2004 (with limited attachments)
- Appendix F: Archaeological Report, Extended Phase 1 Report, Bertrando & Bertrando, 2002
- Appendix G: Phase I Environmental Site Assessment, Ceres Associates
- Appendix H: Noise Study, Donald Asquith, PhD, March, 2001
- Appendix I: Traffic Impact Study, OMNI-MEANS, Nov. 2015 & Higgins Associates, 2002; (with limited attachments)

MITIGATION MONITORING PROGRAM

Mitigation Measure AQ-1: Prior to issuance of building permits, all mitigations and recommended actions from the November 17, 2015 APCD letter commenting on the Motel Inn project shall be addressed to the satisfaction of the Community Development Director.

- **Monitoring Program AQ-1:** All mitigation measures shall be shown on grading and building plans. In addition, the contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD, Community Development and Public Works Departments prior to commencement of construction.

Mitigation Measure BIO-1: The project shall include a Stormwater Pollution Prevention Plan (SWWP) to address erosion control and shall also incorporate the following measures for work in and around the riparian corridor:

- a. No heavy equipment should enter flowing water.
- b. Equipment will be fuelled and maintained in an appropriate staging area removed from the riparian corridor.
- c. Restrict all heavy construction equipment to the project area or established staging areas.
- d. All project related spills of hazardous materials within or adjacent to the project area shall be cleaned up immediately. Spill prevention and clean up materials should be onsite at all times during construction.
- e. All spoils should be relocated to an upland location outside the creek channel area to prevent seepage of sediment in to the drainage/creek system.

- **Monitoring Plan, BIO 1:** All mitigation measures shall be shown on grading and building plans and be clearly visible to contractors and City inspectors. Erosion control measures shall be reviewed by the City's Community Development and Public Works Departments, and the City's Natural Resources Manager. City staff will periodically inspect the site for continued compliance with the above mitigation measures.

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 2363-2015					

Mitigation Measure BIO-2: Plans submitted for Building Permit Application shall include a creek restoration and enhancement plan identifying the removal of non-native vegetation within the creek bank and replacement with appropriate native trees, shrubs and groundcovers.

- **Monitoring Plan, BIO 2:** Final plans shall be reviewed by the City’s Natural Resources Manager as part of the Building Permit application package, who shall require modifications to the creek restoration and enhancement plan as necessary to ensure that an appropriate mix of plantings, in type, size and quantity is proposed, and that best practices are utilized while working within the creek corridor.

Mitigation Measure CR-1: Prior to issuance of construction permits a monitoring plan in conformance with requirements of City Archaeological Preservation Program Guidelines shall be submitted and approved by the Community Development Director. The monitoring plan shall be submitted by a City approved subsurface archaeologist and all monitoring and construction work shall be carried out consistent with the approved monitoring plan. In the event excavations or any ground disturbance activities encounter significant paleontological resources, archaeological resources, or cultural materials, then construction activities, which may affect them, shall cease until the extent of the resource is determined and the Community Development Director approves appropriate protective measures or mitigation in conformance with Archaeological Resource Preservation Program Guidelines section 4.60. If pre-historic Native American artifacts are encountered, a Native American monitor should be called in to work with the archaeologist to document and remove the items. Disposition of artifacts shall comply with state and federal laws. A note concerning this requirement shall be included on all relevant sheets with ground disturbance activities with clear notes and callouts.

- **Monitoring Plan, CULT 2:** All mitigation measures and the monitoring plan shall be shown on grading and building plans and be clearly visible to contractors and City inspectors. The name and contact information for the monitor shall be clearly indicated within construction plans. City staff will periodically inspect the site for continued compliance with the above mitigation measure.

Mitigation Measure HAZ-1: The applicant shall comply with the recommendations contained in the Phase I environmental site assessment prepared by Ceres Associates to confirm that any contamination issues have been adequately addressed prior to site development. All contamination issues must be resolved to the satisfaction of the Fire Chief prior to construction.

- **Monitoring Plan, HAZ-1:** All mitigation measures including the recommendations in the Phase I ESA shall be shown on grading and building plans and be clearly visible to contractors and City inspectors. Any contaminations issues must be presented to the Community Development Director and Fire Chief before further action.

Mitigation Measure: TT-1: Prior to the issuance of a certificate of occupancy, the applicant shall construct the roadway channelization project as generally described above (Transportation & Traffic Section #16 of the Initial Study), and as approved by the City and Caltrans.

- **Monitoring Plan, TT-1:** All mitigation measures including the recommendations of the Omni Means Report (November 2015) shall be included in construction plans and be clearly visible to contractors and City inspectors. Compliance with the Omni Means Report and roadway design will be verified through the building permit process and with final inspections by City staff.

MOTEL INN

2229 Monterey Street

San Luis Obispo, California



MOTEL INN

San Luis Obispo, California

Feb 12, 2016

Sheet Contents:
Project
Information

Sheet Number:
G-1.0

Project Information

Project Address: 2229 Monterey Street
 San Luis Obispo, CA 93401

APN: 001-075-022, 023

Applicant: Motel Inn L.P.
 PO Box 12910
 San Luis Obispo, CA 93406

Zone: C-T-S

Occupancy: R-1 (existing)
 R-1 (proposed)

Construction Type: V-B

Fire Protection: Fire Sprinklers per NFPA 13
 CBC Chapter 7A standards
 (with exception of glazing)

Building Height: 45'-0"/ 2-story (allowed)
 33'-0"/ 2-story (proposed)

Allowable Area: 21,000 s.f. per story
 (7,000 x 3 allowed w/ sprinklers)
 per CBC 506.3 & Table 503

Parking Requirements

Restaurant
 Dining (2,090 sf/60): 35
 Kitchen (1,740/100): 18

Hotel (55 Rooms): 55
 Airstream & RV (23): 23

Total Parking Req'd: 131

Shared Parking Reduction (10%): -13

Parking Req'd: 118

Parking Provided: 121

Vicinity Map



Area Calculations

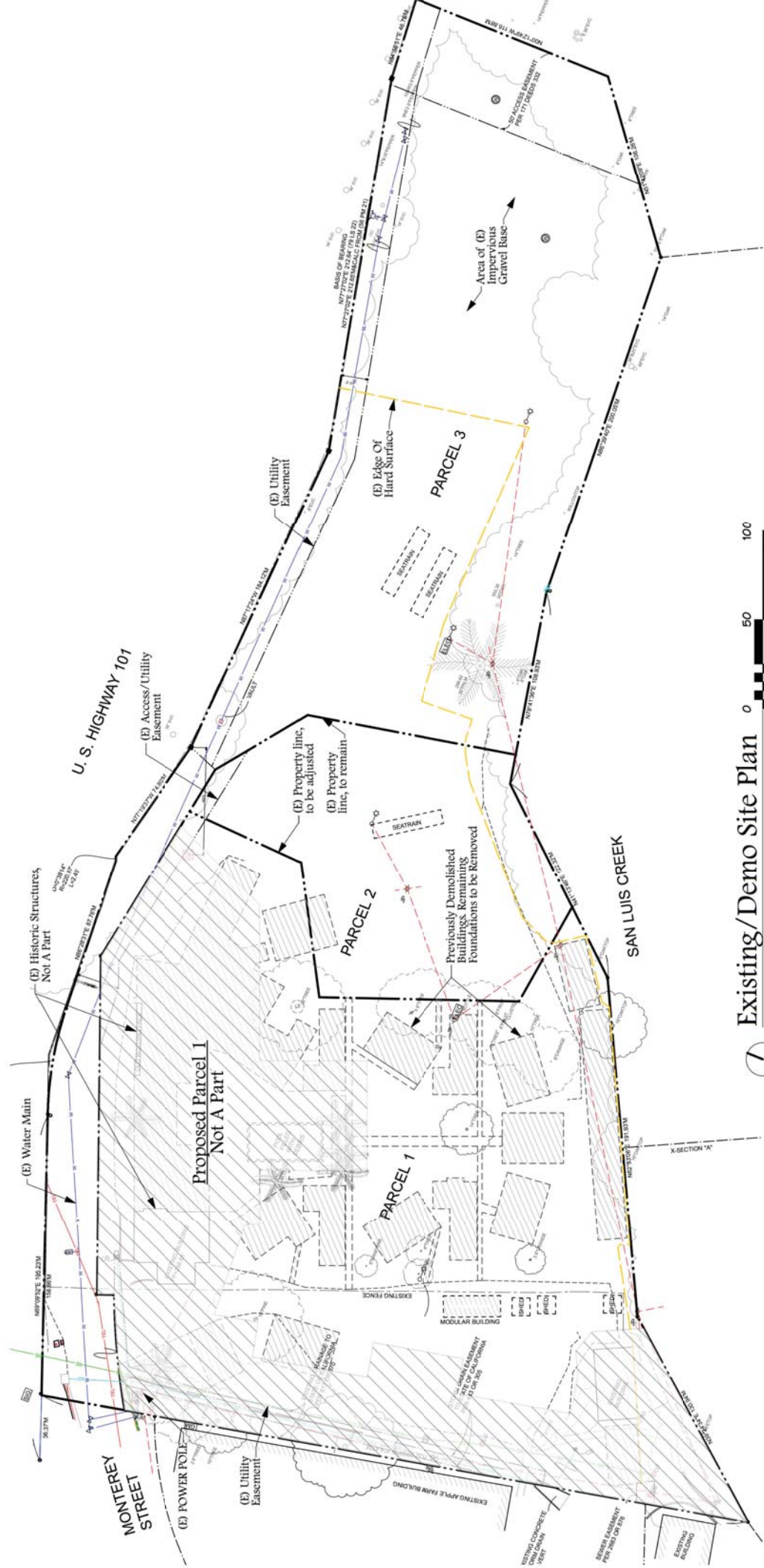
Motel Inn Main Building	Area (SF)
Floor 1	6,500
Floor 2	5,000
Total	11,500
Motel Inn Bungalows	
Floor 1	11,500
Floor 2	10,500
Total	22,000
Housekeeping Buildings	
Motel Inn (Total Area)	34,500
Restaurant (not a part)	10,750

Guest Accommodations

Main Building Guestrooms	11
Main Building Suites	4
Bungalow Guestrooms	40
Guestrooms (Total)	55
RV Spaces	13 Total
Airstreams	10 Total

Sheet Index

- G-1.0 Project Information
- G-1.1 Project Information
- A-1.0 Demo Site Plan
- A-1.1 Area Plan
- A-1.2 Partial Site
- A-1.3 Partial Site
- A-2.0 Motel Inn Floor Plan
- A-2.1 Motel Inn Upper Floor Plan
- A-2.2 Guestroom Floor Plans
- A-2.3 Guestroom Floor Plans
- A-3.0 Motel Inn Elevations
- A-3.1 Motel Inn Elevations
- A-3.2 Bungalow Elevations
- A-3.3 Bungalow Elevations
- A-3.4 Bungalow Elevations
- A-3.5 Bungalow Elevations
- A-3.6 Restaurant Plans - For Reference Only
- A-4.0 Site Sections
- A-4.1 Site Sections
- A-5.0 Preliminary Lighting Plan
- L-1.0 Conceptual Landscape Plan
- L-2.0 Conceptual Landscape Plan
- L-3.0 Tree Removal & Protection Plan
- C-1 Preliminary Grading & Drainage Plan
- C-2 Preliminary Grading & Drainage Plan
- C-3 Preliminary Utility Plan
- C-4 Preliminary Utility Plan
- Survey



Existing/Demo Site Plan 0 50 100

MOTEL INN

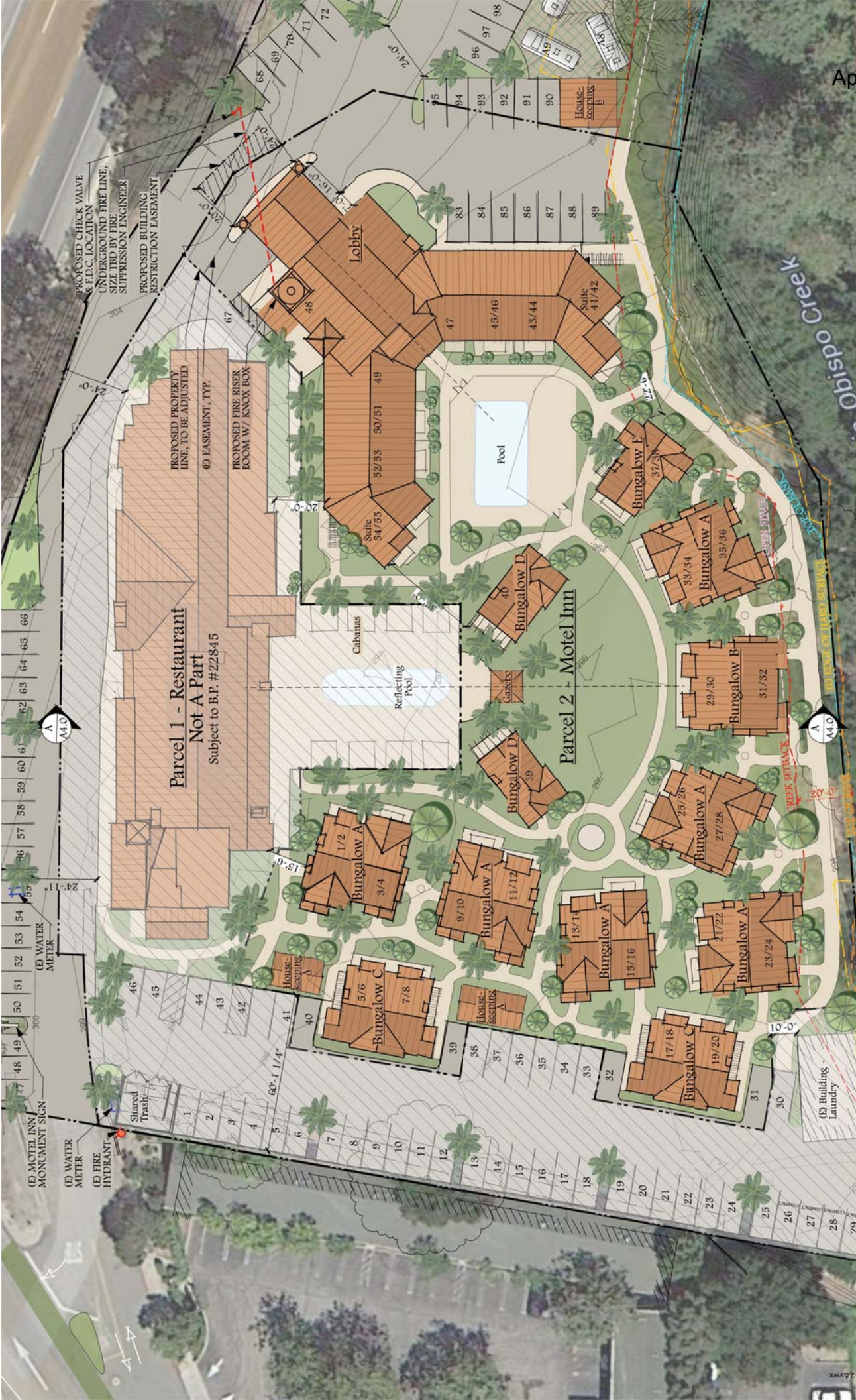
San Luis Obispo, California

These drawings and instruments of service are the property of STUDIO DESIGN GROUP ARCHITECTS, INC. All designs and other information on the drawings are for use on the specified project and shall not be used without the expressed written consent of STUDIO DESIGN GROUP ARCHITECTS, INC.



MOTEL INN San Luis Obispo, California

These drawings are instruments of service and are the property of STUDIO DESIGN GROUP ARCHITECTS, INC. All designs and other information on the drawings are for use on the specified project and shall not be used without the expressed written consent of STUDIO DESIGN GROUP ARCHITECTS, INC.





PROPOSED CHECK VALVE & F.O.C. LOCATION
 UNDERGROUND FIRE LINE, SIZE AND RV FIRE SUPPRESSION ENGINEER
 PROPOSED BUILDING RESTRICTION EASEMENT.

HATCH INDICATES AREA OF PREVIOUS PAVERS
 ALL AIRSTREAMS ARE TEMPORARY AND MOBILE, TYPE

**Parcel 3 -
 RV/Airstream**

A 44.1

B 44.0

B 44.0

A 44.1

San Luis Obispo Creek

101

101

101

101

101

101

101

101

101

101

101

101

101

101

101

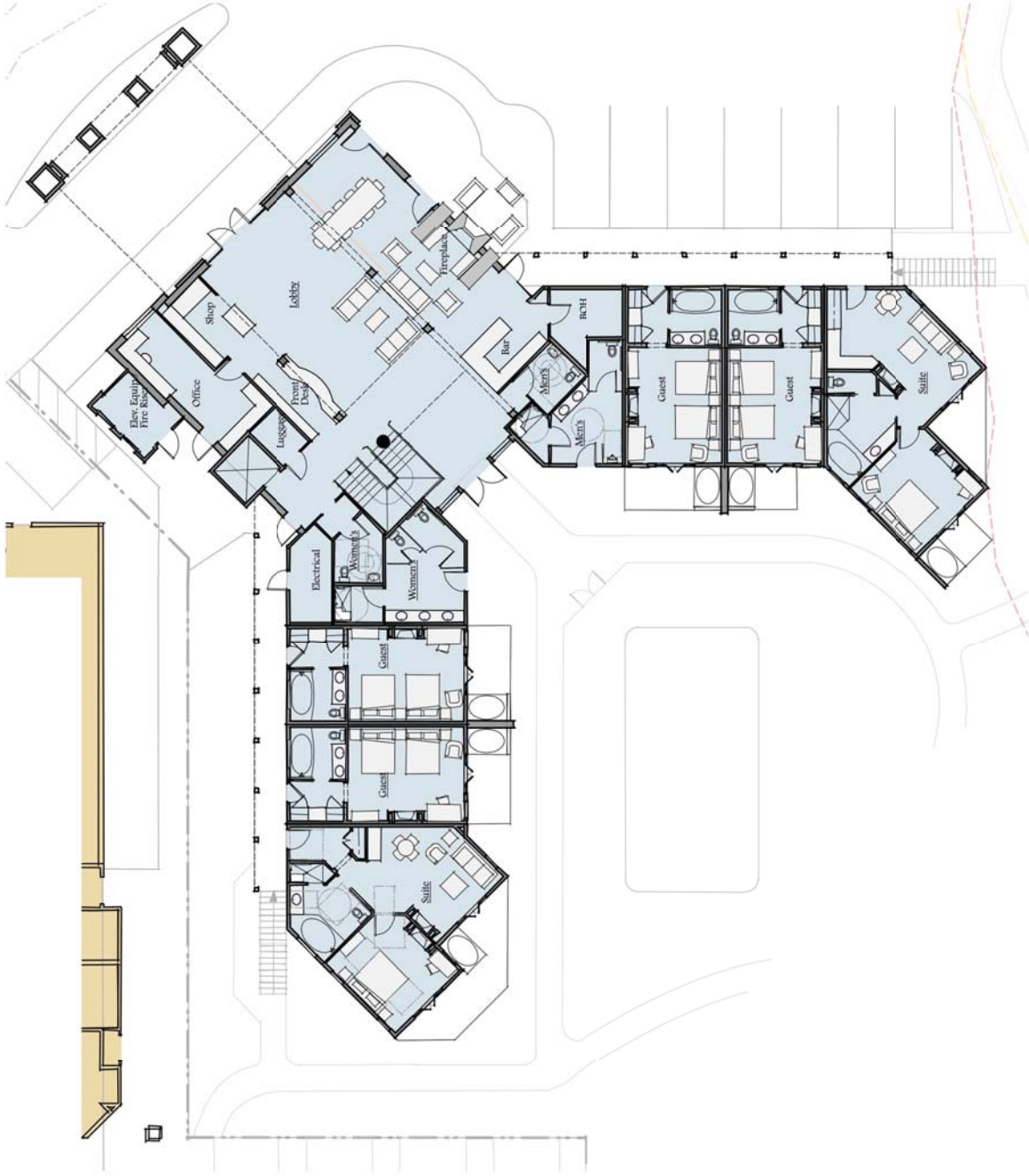
101

101

101

101

101



7 Motel Inn ~ Floor Plan
1/16" = 1'-0"

MOTEL INN San Luis Obispo, California

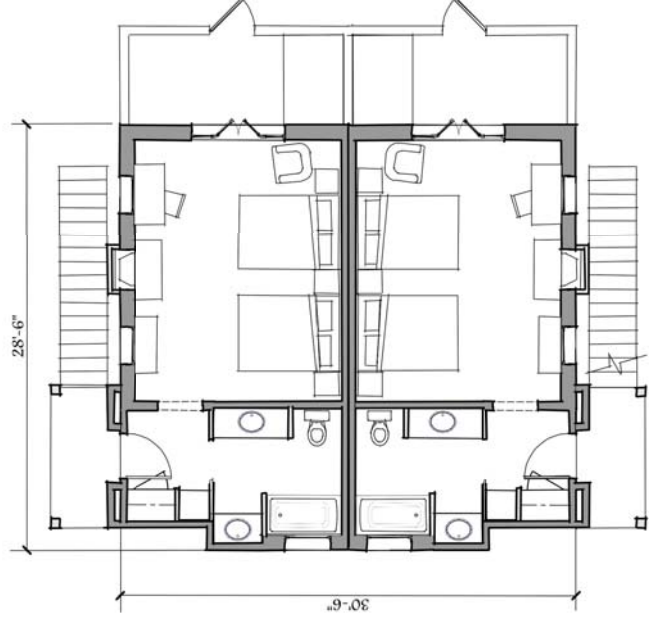
These drawings are instruments of service and are the property of STUDIO DESIGN GROUP ARCHITECTS, INC. All designs and other information on the drawings are for use on the specified project and shall not be used without the expressed written consent of STUDIO DESIGN GROUP ARCHITECTS, INC.



7 Motel Inn ~ Upper Floor Plan
1/16" = 1'-0"

MOTEL INN San Luis Obispo, California

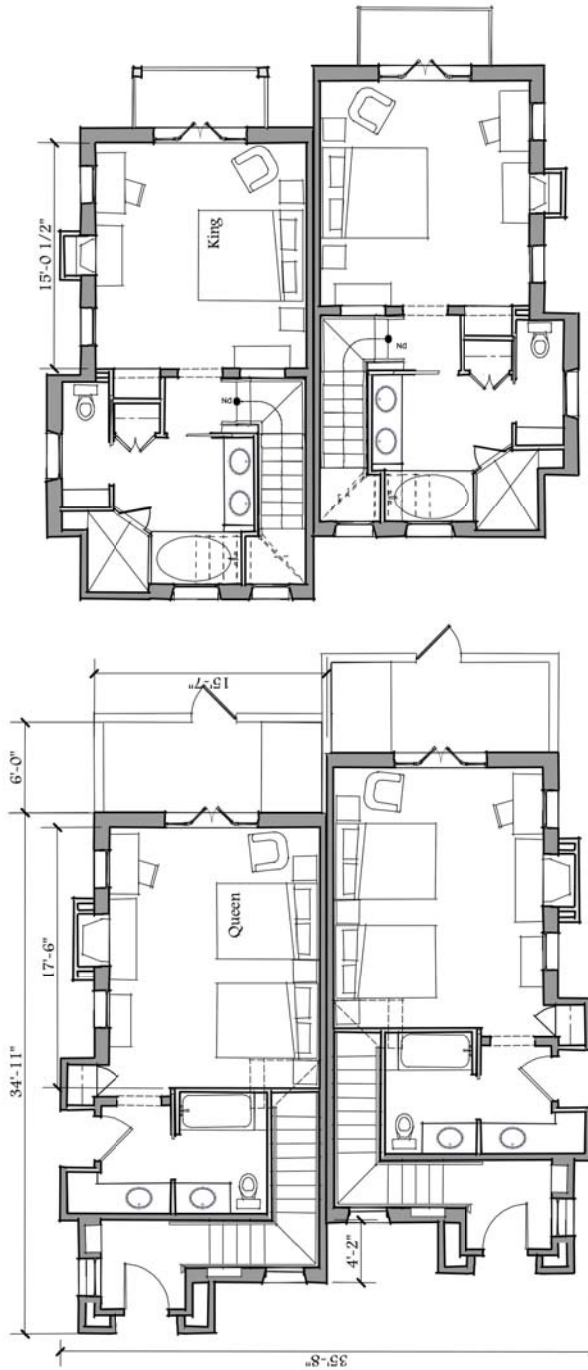
These drawings are instruments of service and are the property of STUDIO DESIGN GROUP ARCHITECTS, INC. All designs and other information on the drawings are for use on the specified project and shall not be used without the expressed written consent of STUDIO DESIGN GROUP ARCHITECTS, INC.



Lower Floor Plan
(Upper Floor Similar)

Guestrooms ~ Bungalow 'C'

1/8" = 1'-0"

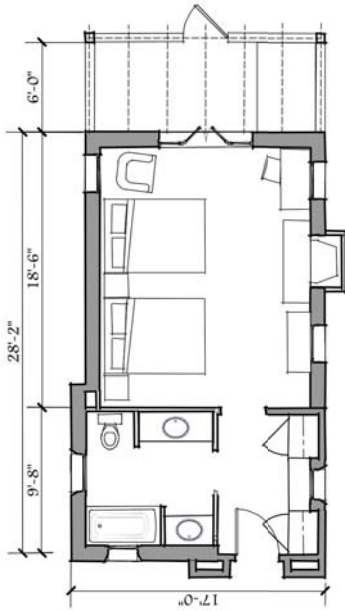


Upper Floor Plan

1/8" = 1'-0"

Lower Floor Plan

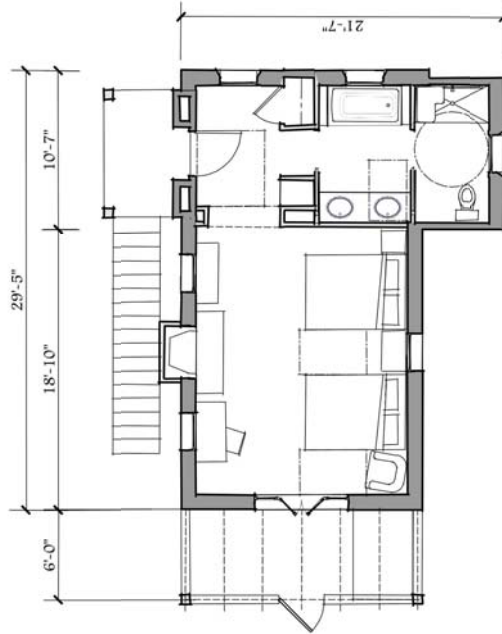
Guestrooms ~ Bungalow 'A'
(Bungalow 'B' similar)



Single Story

Guestrooms ~ Bungalow 'D'

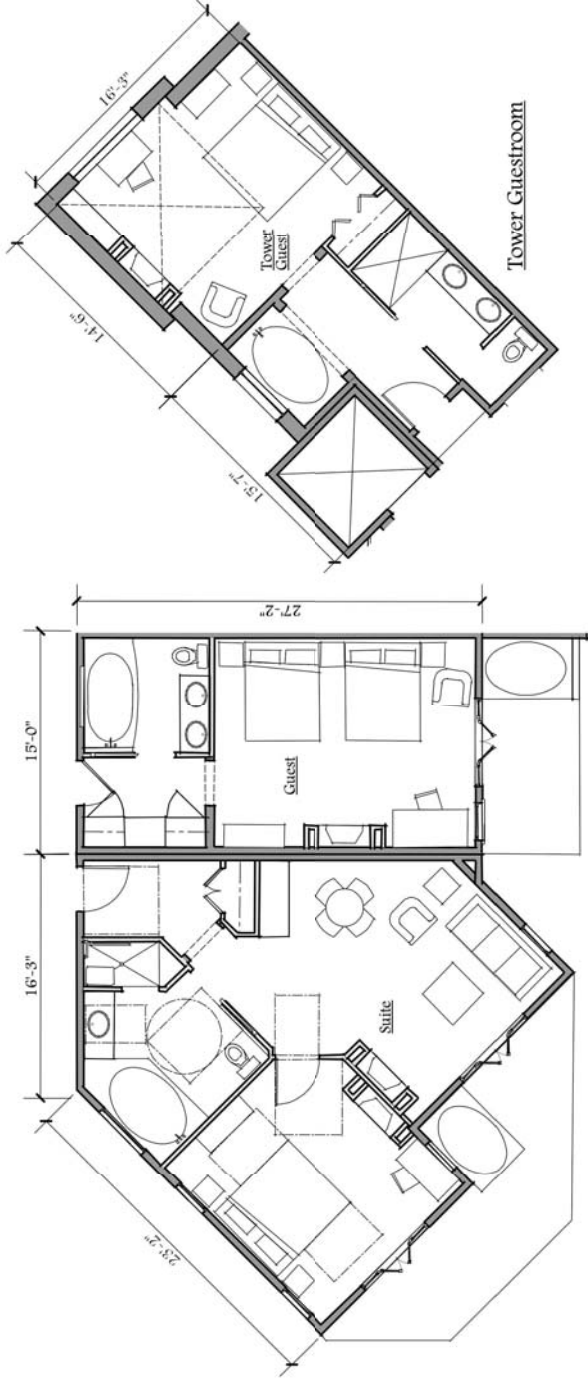
1/8" = 1'-0"



Lower Floor Plan
(Upper Floor Similar)

Guestrooms ~ Bungalow 'E'

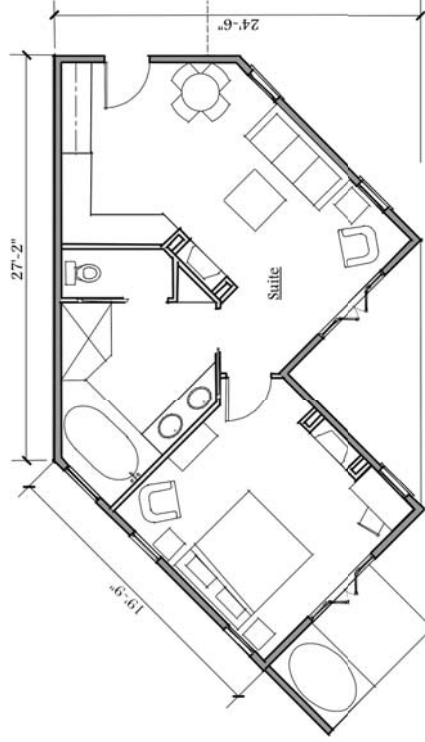
1/8" = 1'-0"



ADA Suite

Standard Guestroom

Tower Guestroom



Standard Suite

Guestrooms ~ Main Building

1/8" = 1'-0"



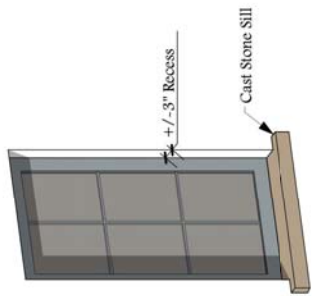
Front Elevation - Lobby

Motel Inn - Colors & Materials

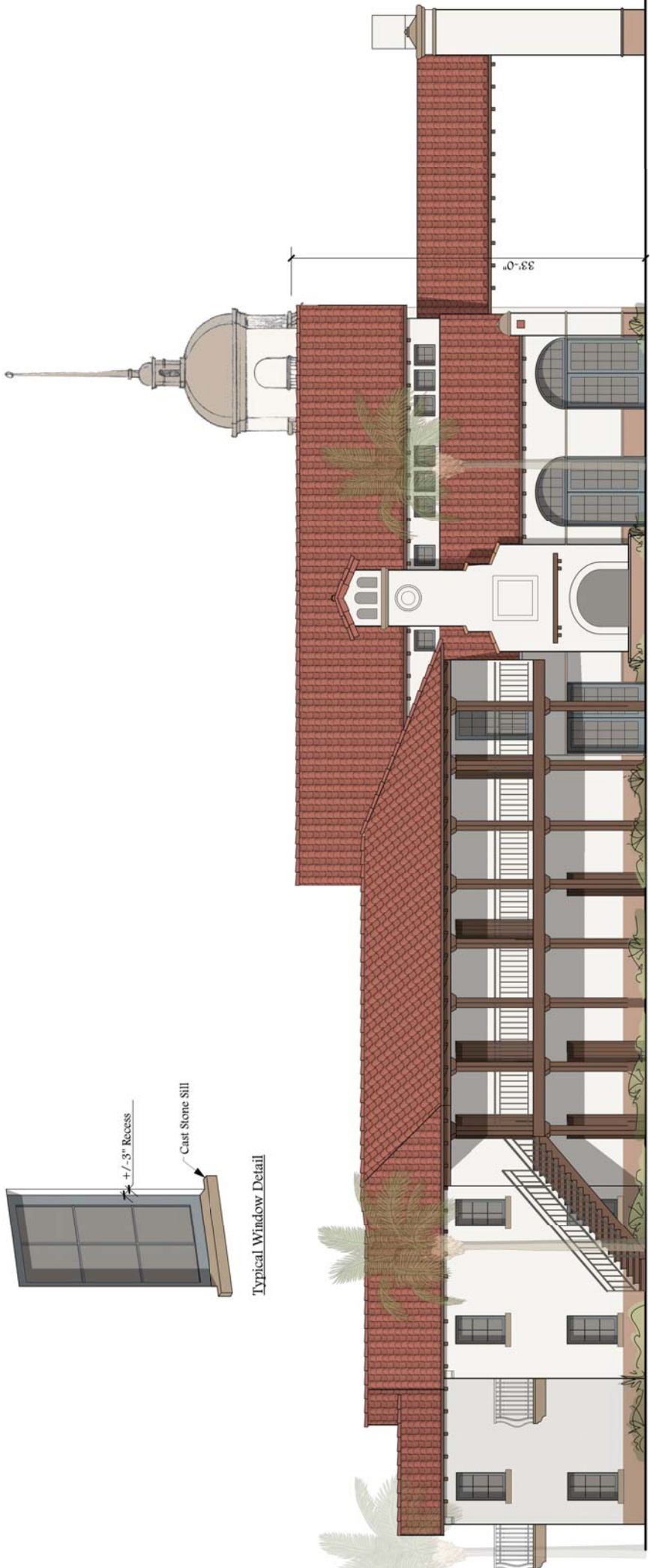
1/8" = 1'-0"

EXTERIOR COLORS AND MATERIALS

- A. SW-6385 "Dover White"
Flat Exterior Finish
Main Plaster Body
 - B. SW-7704 "Tower Tan"
Flat Exterior Finish
Lower body wainscot
 - C. SW-7543 "Avenue Tan"
Flat Exterior Finish
Cast stone trim and moldings
 - D. SW-7515 "Homestead Brown"
Flat Exterior Finish
Exposed timber throughout
 - E. SW-6221 "Moody Blue"
Pre-finished Surface
Window exteriors
 - F. SW-7675 "Seaskin"
Semi-Gloss Exterior Finish
Wrought iron railings and trim
 - G. SW-0024 "Curio Gray"
Flat Exterior Finish
Garden and retaining walls
 - H. Traditional Spanish Red
2-part clay tile
placement roofing throughout
- Note: all coatings are Sherwin Williams.
Refer to color board for actual samples.



Typical Window Detail



East Elevation

Motel Inn Elevations

1/8" = 1'-0"

Note: Refer to sheet A-3.0 for color/material callouts

MOTEL INN

San Luis Obispo, California

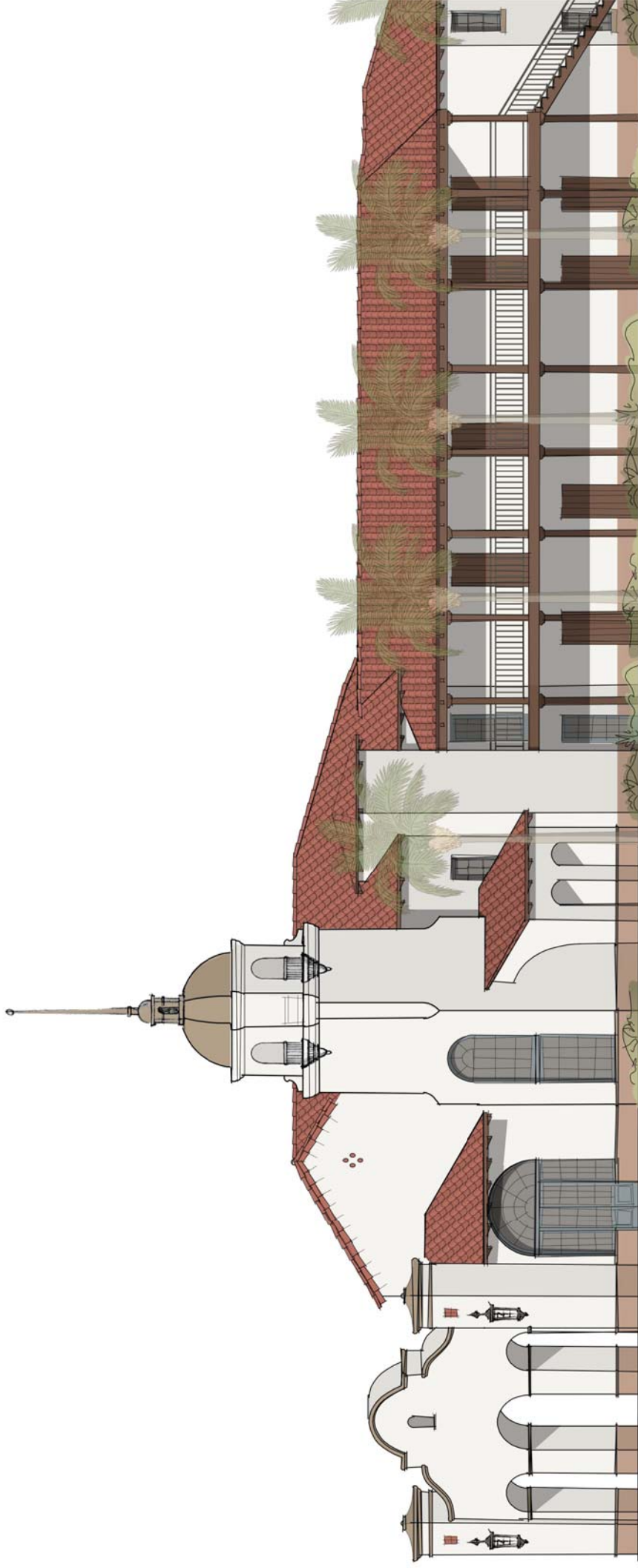
Feb 12, 2016

Sheet Contents:
Motel Inn Elevations

Sheet Number:
A-3.1

**STUDIO
DESIGN
GROUP**
ARCHITECTS, INC.

These drawings are instruments of service and are the property of STUDIO DESIGN GROUP ARCHITECTS, INC. All designs and other information on the drawings are for use on the specified project and shall not be used without the expressed written consent of STUDIO DESIGN GROUP ARCHITECTS, INC.



North Elevation

Motel Inn Elevations

1/8" = 1'-0"

Note:
Refer to sheet A-3.0 for color/material callouts

MOTEL INN San Luis Obispo, California

These drawings are instruments of service and are the property of STUDIO DESIGN GROUP ARCHITECTS, INC. All designs and other information on the drawings are for use on the specified project and shall not be used without the expressed written consent of STUDIO DESIGN GROUP ARCHITECTS, INC.

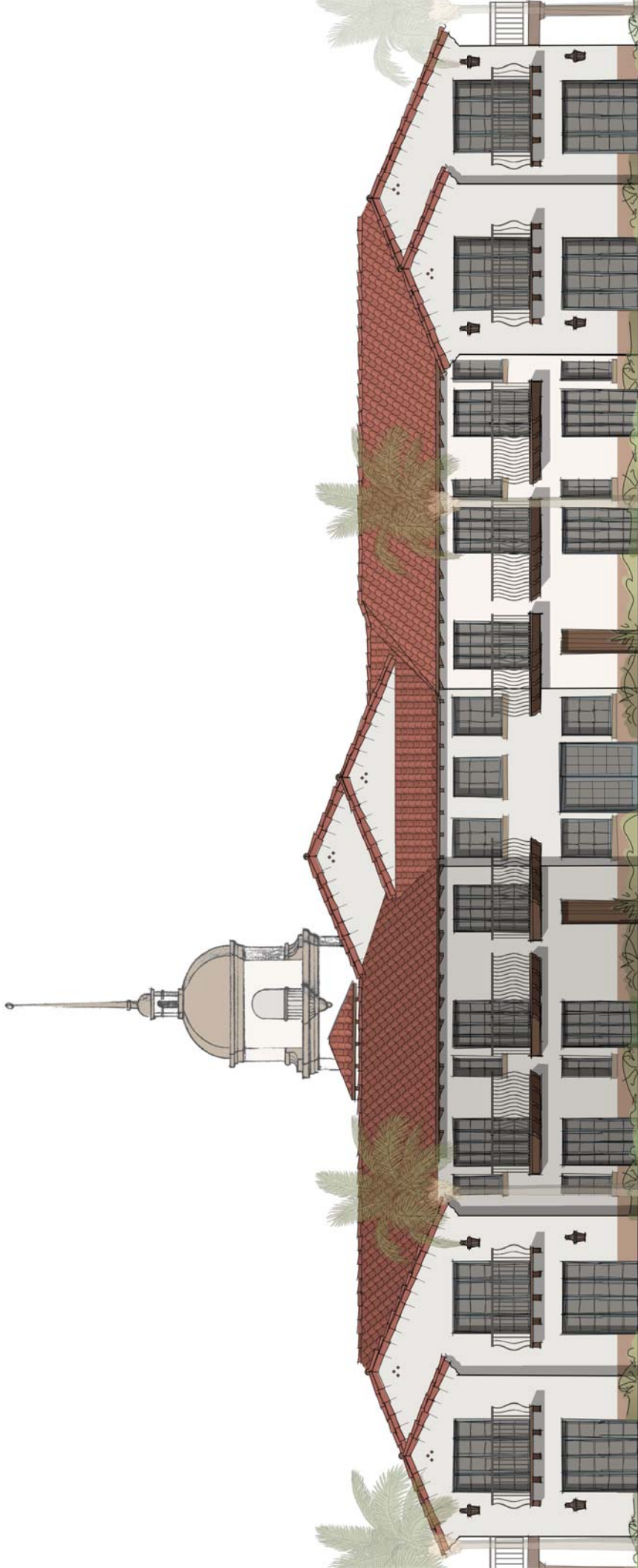
Feb 12, 2016

Sheet Contents:
Motel Inn
Elevations

Sheet Number:

A-3.1b

**STUDIO
DESIGN
GROUP**
ARCHITECTS, INC.



South Elevation

Motel Inn Elevations

1/8" = 1'-0"

Note:
Refer to sheet A-3.0 for color/material callouts

MOTEL INN

San Luis Obispo, California

Feb 12, 2016

Sheet Contents:
Motel Inn
Elevations

Sheet Number:
A-3.1c

STUDIO
DESIGN
GROUP
ARCHITECTS, INC

These drawings are instruments of service and are the property of STUDIO DESIGN GROUP ARCHITECTS, INC. All designs and other information on the drawings are for use on the specified project and shall not be used without the expressed written consent of STUDIO DESIGN GROUP ARCHITECTS, INC.



Facing Creek



Facing Inner Courtyard

Elevations ~ Bungalow 'A'
1/8" = 1'-0"



Chimney Caps

Note:
Refer to sheet A-3.0 for color/material callouts

Sheet Contents:
Bungalow
Elevations

Feb 12, 2016

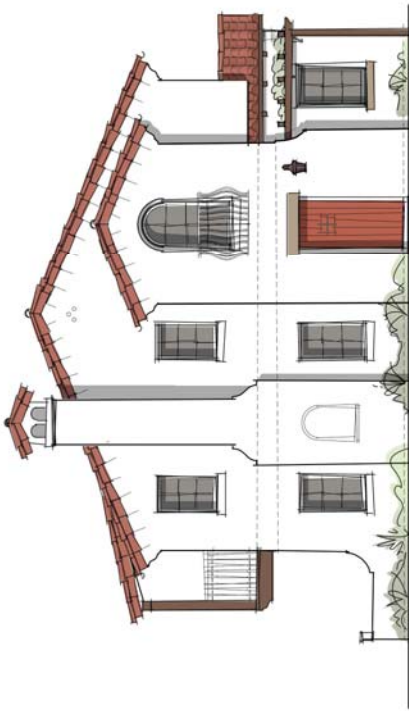
Sheet Number:
A-3.2

STUDIO
DESIGN
GROUP
ARCHITECTS, INC.

Appendix A

MOTEL INN
San Luis Obispo, California

These drawings are instruments of service and are the property of STUDIO DESIGN GROUP ARCHITECTS, INC. All designs and other information on the drawings are for use on the specified project and shall not be used without the expressed written consent of STUDIO DESIGN GROUP ARCHITECTS, INC.



Facing Creek

Elevations ~ Bungalow 'B'

1/8" = 1'-0"



BALCONIES

Elevations ~ Bungalow 'C'

1/8" = 1'-0"

MOTEL INN

San Luis Obispo, California

These drawings are instruments of service and are the property of STUDIO DESIGN GROUP ARCHITECTS, INC. All designs and other information on the drawings are for use on the specified project and shall not be used without the expressed written consent of STUDIO DESIGN GROUP ARCHITECTS, INC.

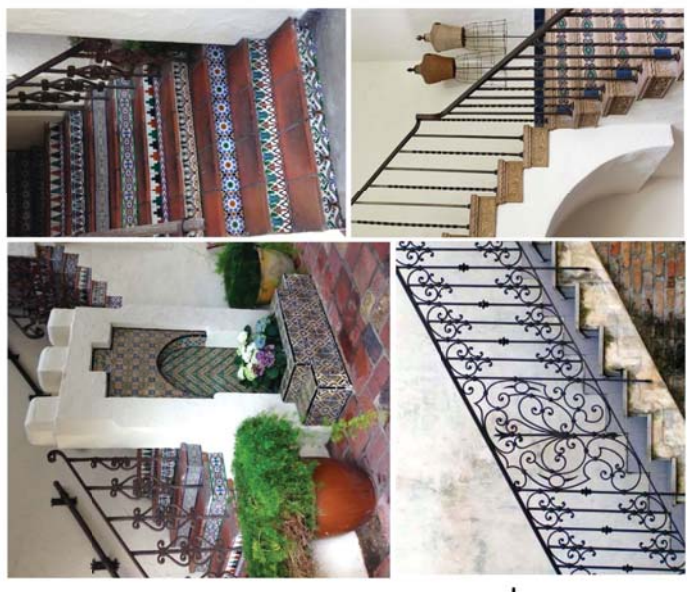
Feb 12, 2016

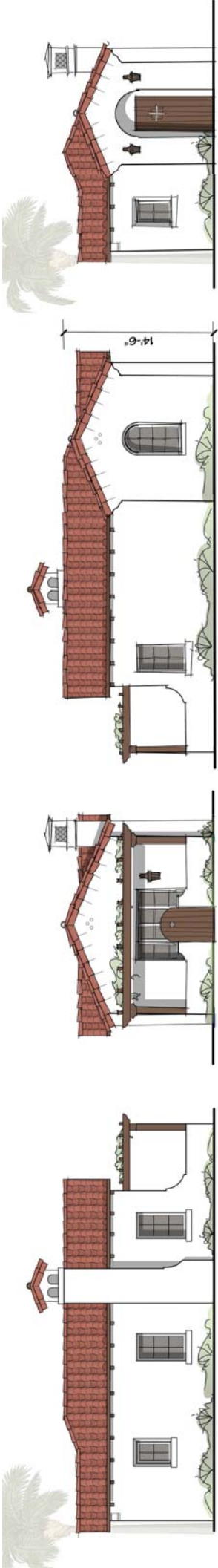
Sheet Contents:
Bungalow
Elevations

Sheet Number:
A-3.4

STUDIO
DESIGN
GROUP
ARCHITECTS, INC.

Exterior Stairs



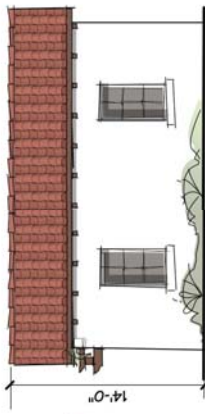
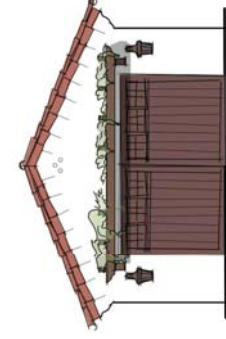
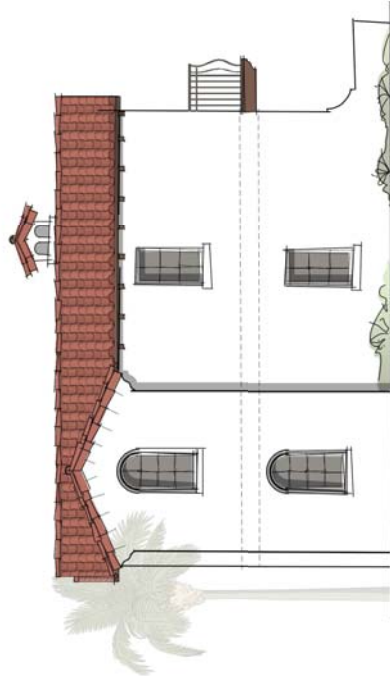


Elevations ~ Bungalow D

1/8" = 1'-0"



Housekeeping A



Housekeeping B

Elevations ~ Housekeeping Bldgs

1/8" = 1'-0"

Elevations ~ Bungalow E

MOTEL INN

San Luis Obispo, California

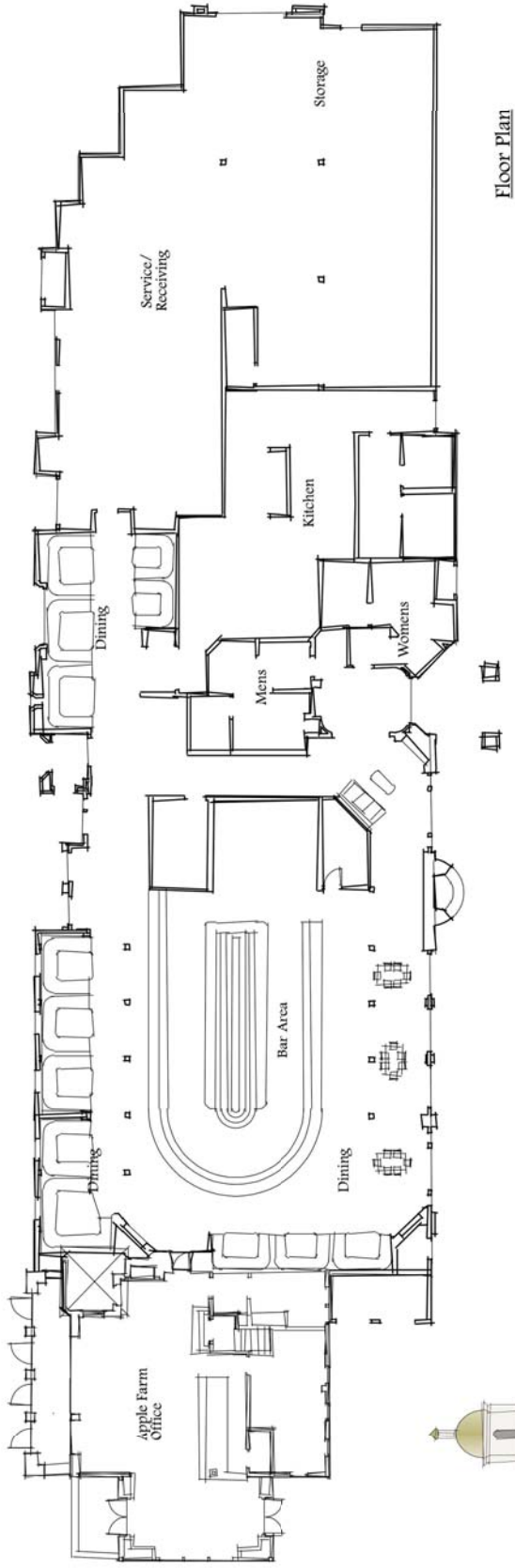
Sheet Contents:
Bungalow
Elevations

Feb 12, 2016

Sheet Number:

A-3.5

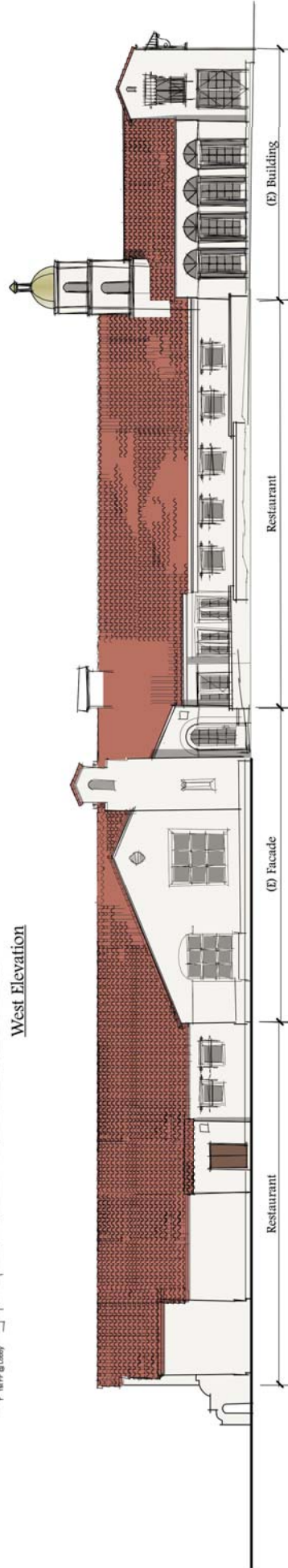
These drawings are instruments of service and are the property of STUDIO DESIGN GROUP ARCHITECTS, INC. All drawings and other information on the drawings are for use on the specified project and shall not be used without the expressed written consent of STUDIO DESIGN GROUP ARCHITECTS, INC.



Floor Plan



West Elevation



North Elevation - Facing Freeway

7 Restaurant ~ Not A Part (for reference only)
1/16" = 1'-0"

MOTEL INN

San Luis Obispo, California

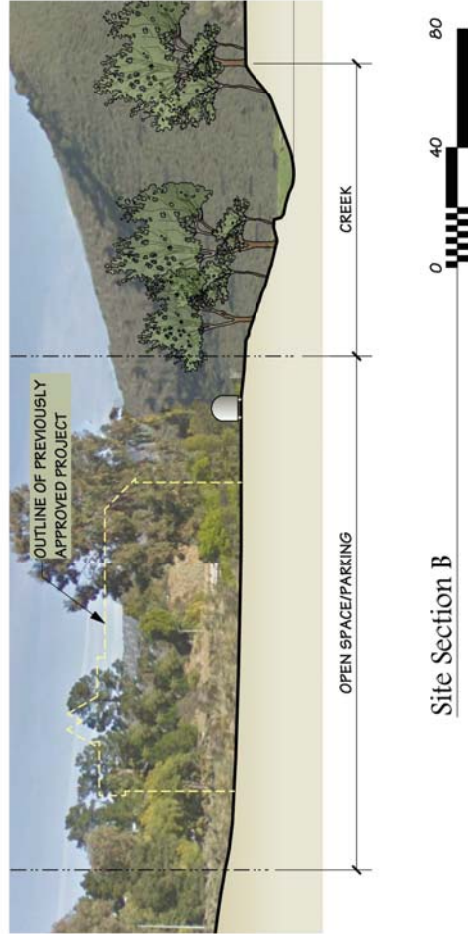
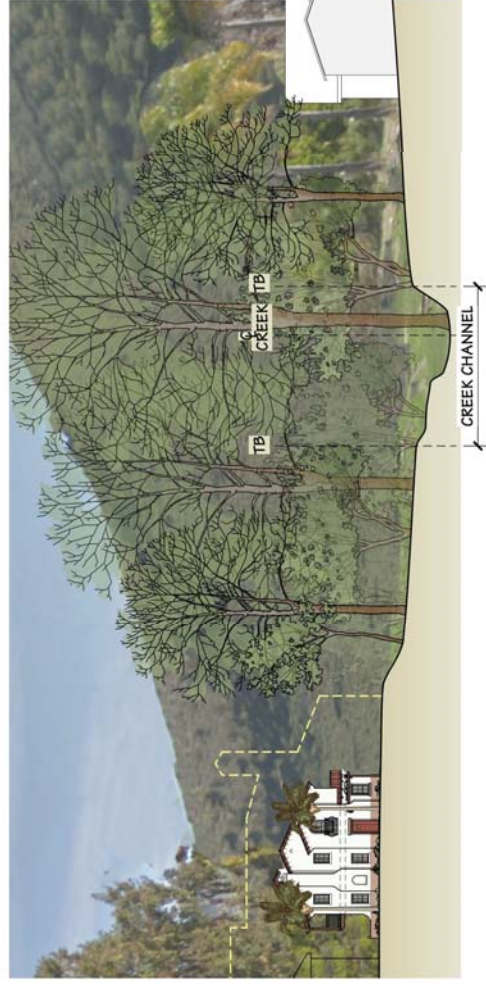
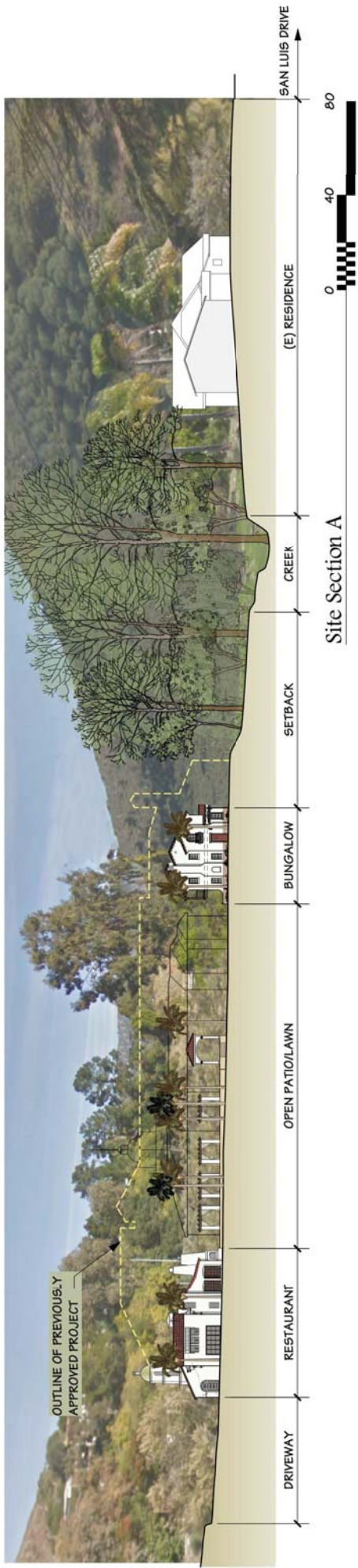
Sheet Contents:
Restaurant
Plans - For
Reference Only

Feb 12, 2016

Sheet Number:
A-3.6

Appendix A

STUDIO
DESIGN
GROUP
ARCHITECTS, INC



MOTEL INN

San Luis Obispo, California

Feb 12, 2016

Sheet Content:
Site Sections

Sheet Number:
A-4.0



Site Elevation A - View From IO1



Site Elevation B - View From Creek

MOTEL INN
 San Luis Obispo, California

Date: 2/12/16
 File name: Motel Inn 2d.rvt

These drawings are instruments of service and are the property of STUDIO DESIGN GROUP ARCHITECTS, INC. All designs and other information on the drawings are for use on the specified project and shall not be used without the expressed written consent of STUDIO DESIGN GROUP ARCHITECTS, INC.

Sheet Content:
 Site Sections

Sheet Number:
A-4.1

Feb 12, 2016

STUDIO
 DESIGN
 GROUP
 ARCHITECTS, INC.



- A** CUSTOM LARGE ENTRY SCONCE
LED 30 WATT MAX
CUSTOMIZED TO BE DARK SKY COMPLIANT
- B** CUSTOM ENTRY SCONCE
LED 30 WATT MAX
CUSTOMIZED TO BE DARK SKY COMPLIANT
- C** SMALL SCONCE
DARK SKY, LED 30 WATT MAX
- D** PATH LIGHT @ 6' ALTERNATE SIDES
DARK SKY, LED 20 WATT PATH LIGHT
- E** PARKING LOT LIGHTING
DARK SKY, LED 75 WATT MAX
20' HEIGHT MAX.



SPLIT RAIL FENCE



MOTEL INN San Luis Obispo, California

These drawings are instruments of service and are the property of STUDIO DESIGN GROUP ARCHITECTS, INC. All designs and other information on the drawings are for use on the specified project and shall not be used without the expressed written consent of STUDIO DESIGN GROUP ARCHITECTS, INC.

Examples of heritage plants in the Old Motel Inn style



Hong Kong Orchid Tree



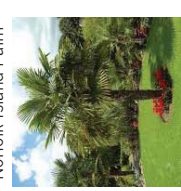
Australian Bush Cherry



Victorian Box



Norfolk Island Palm



Windmill Palm



Bird of Paradise

Landscape Concept

The concept for the development of the site landscape is to capture the essence and character of the original Motel Inn.

This old landscape featured many fine subtropical plants that were characteristic of that era and which can be seen in many places in San Luis Obispo and southern California as heritage plants in older landscapes.

While several of the remnant plants cannot feasibly be retained in place, the existing citrus trees will be relocated within the landscape. The table on sheet L-3 lists the existing plants to be removed and relocated.

Examples of the types of characteristic plants to be re-incorporated into the new development are:

- Hong Kong Orchid Tree / Bauhinia x blakeana
- Australian Bush Cherry / Syzigium paniculatum
- Victorian Box / Pittosporum undulatum
- Norfolk Island Pine / Araucaria excelsa
- Bird of Paradise / Strelitzia regina
- Windmill Palm / Trachycarpus fortunei

In addition to these, many of the proposed plants listed on sheet L-2 are also characteristic of the original Motel Inn landscape.

Water Conservation

Sheet L-2 tabulates the estimated irrigation water use for the proposed landscape. The landscape will use 60% of the maximum allowable landscape water use (MAWU) and meets CALGreen Tier 2 for commercial landscapes. Most of the subtropical plants listed above are Mediterranean adapted and drought tolerant.



Trees

- Red Flowering Gum / Sweet Shade
- Jacaranda / New Zealand Christmas Tree
- Olive / Coast Live Oak
- Windmill Palm / Mediterranean Fan Palm
- Citrus/Bauhinia

Native Riparian Interface



Mediterranean/Subtropical Shrubs and Groundcovers



- Queen Palm (including existing relocated specimens)
- Bird of Paradise
- Tipu Tree / Victorian Box
- California Sycamore



Sheet Number:

L-1.0

Sheet Content:
Conceptual Landscape Plan

FEB 17, 2016

STUDIO DESIGN GROUP ARCHITECTS, INC.

San Luis Obispo, California

MOTEL INN

Appendix A

Existing Trees

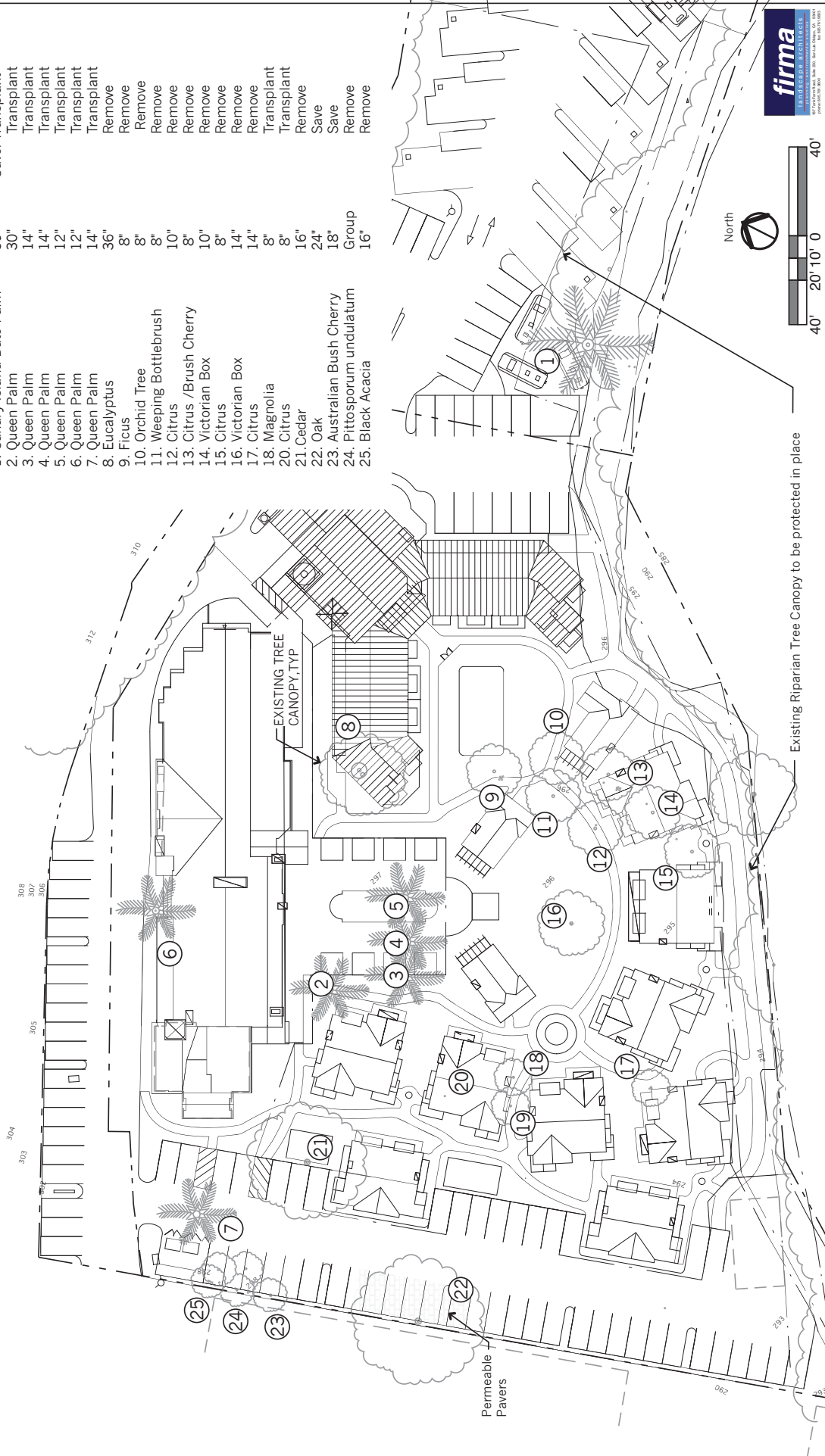
1. Canary Island Date Palm
2. Queen Palm
3. Queen Palm
4. Queen Palm
5. Queen Palm
6. Queen Palm
7. Queen Palm
8. Eucalyptus
9. Ficus
10. Orchid Tree
11. Weeping Bottlebrush
12. Citrus
13. Citrus /Brush Cherry
14. Victorian Box
15. Citrus
16. Victorian Box
17. Citrus
18. Magnolia
20. Citrus
21. Cedar
22. Oak
23. Australian Bush Cherry
24. Pittosporum undulatum
25. Black Acacia

Caliper

- 30"
30"
14"
14"
12"
12"
14"
36"
8"
8"
8"
10"
8"
10"
8"
14"
14"
8"
8"
16"
24"
18"
Group
16"

Status

- Save/Transplant
Transplant
Transplant
Transplant
Transplant
Transplant
Transplant
Remove
Remove
Remove
Remove
Remove
Remove
Remove
Remove
Remove
Remove
Transplant
Transplant
Remove
Save
Save
Remove
Remove



Existing Riparian Tree Canopy to be protected in place



STUDIO
DESIGN
GROUP
ARCHITECTS, INC.

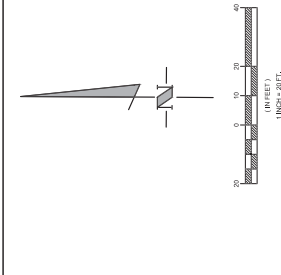
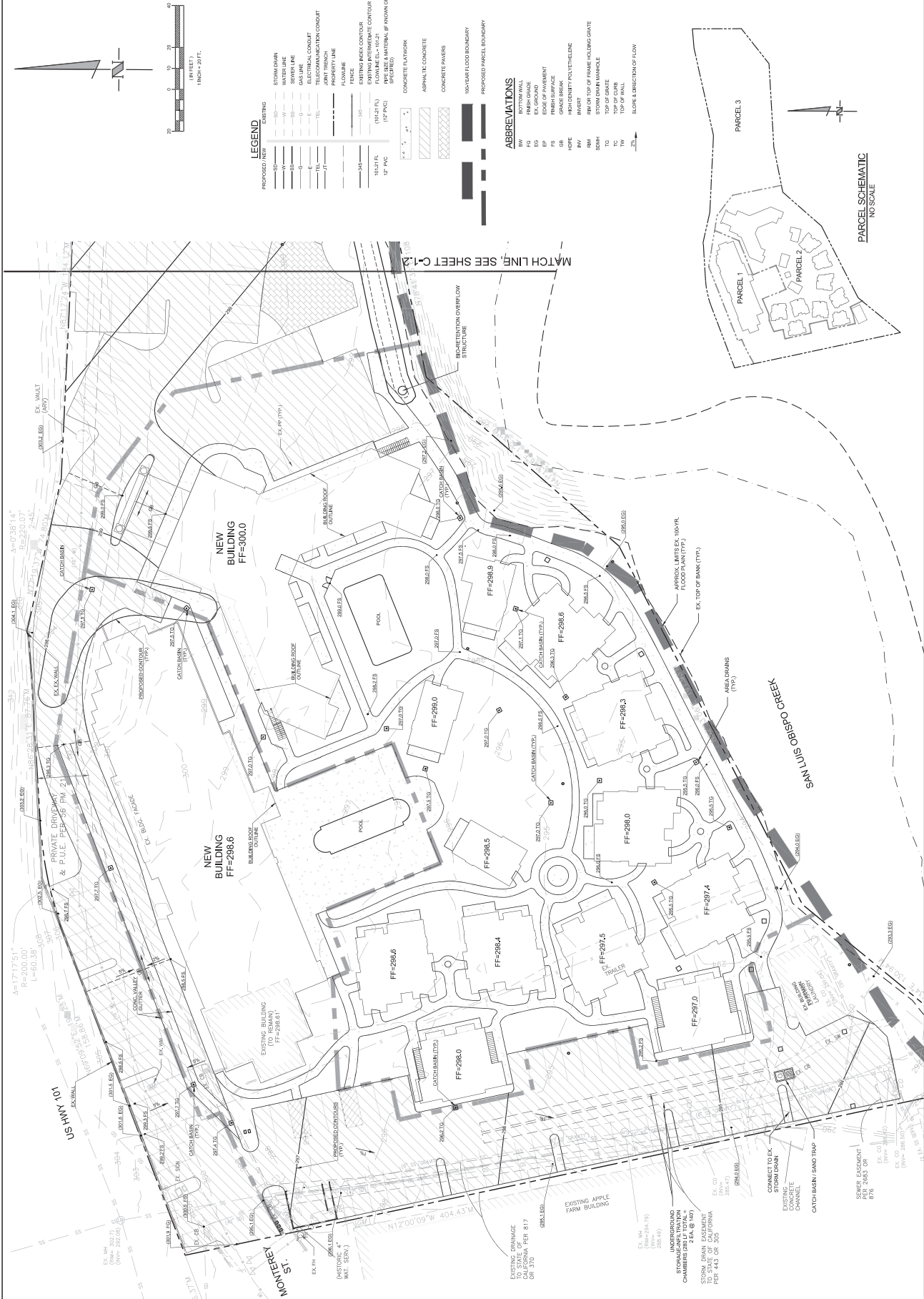
Sheet Number:
L-3.0

Tree Removal and Protection Plan

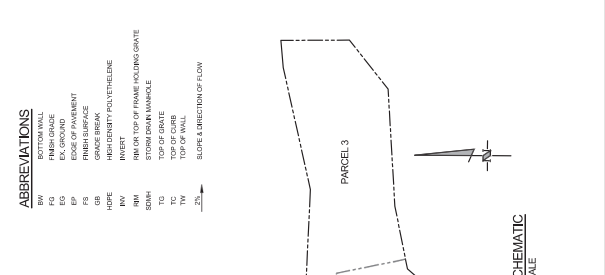
FEB 17, 2016

MOTEL INN
San Luis Obispo, California

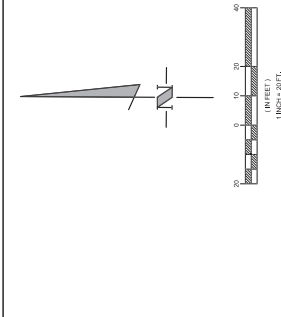
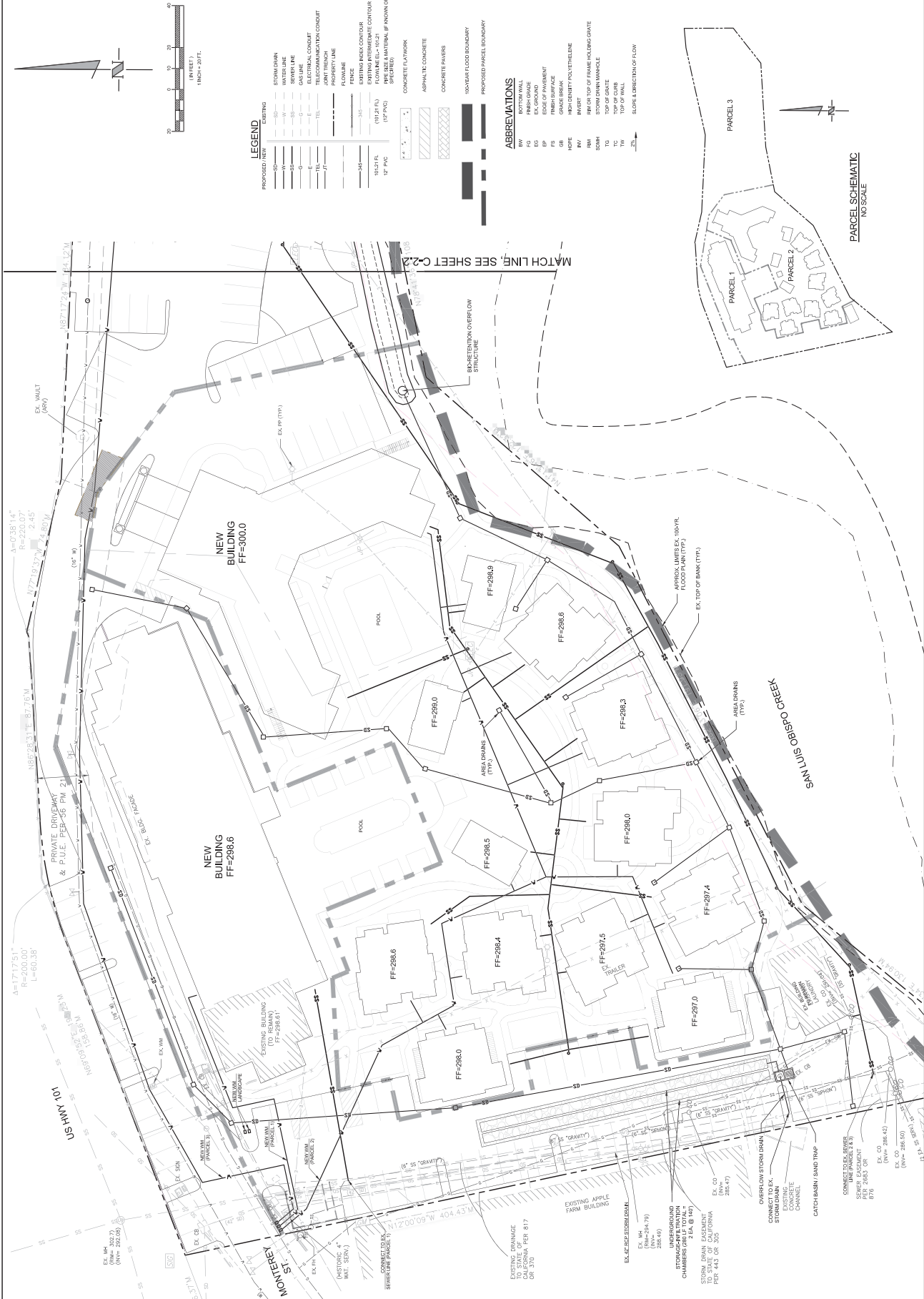
NO.	REVISION	DATE



- LEGEND**
- PROPOSED NEW**
- SS STORM DRAIN
 - W WATER LINE
 - N GAS LINE
 - E ELECTRICAL CONDUIT
 - TEL TELECOMMUNICATION CONDUIT
 - PR PROPERTY LINE
 - FL FLOWLINE
 - MI 18" MIN. CONC. CURB
 - 18" CONC. 12" PAV.
 - 18" CONC. 12" PAV. (18" FT. FL.)
 - 18" CONC. 12" PAV. (12" PAV.)
 - 18" CONC. 12" PAV. (18" FT. FL.)
 - 18" CONC. 12" PAV. (12" PAV.)
 - 18" CONC. 12" PAV. (18" FT. FL.)
 - 18" CONC. 12" PAV. (12" PAV.)
 - 18" CONC. 12" PAV. (18" FT. FL.)
 - 18" CONC. 12" PAV. (12" PAV.)
- EXISTING**
- STORM DRAIN
 - WATER LINE
 - GAS LINE
 - ELECTRICAL CONDUIT
 - TELECOMMUNICATION CONDUIT
 - PROPERTY LINE
 - FENCE
 - 18" CONC. 12" PAV.
 - 18" CONC. 12" PAV. (18" FT. FL.)
 - 18" CONC. 12" PAV. (12" PAV.)
 - 18" CONC. 12" PAV. (18" FT. FL.)
 - 18" CONC. 12" PAV. (12" PAV.)
 - 18" CONC. 12" PAV. (18" FT. FL.)
 - 18" CONC. 12" PAV. (12" PAV.)
 - 18" CONC. 12" PAV. (18" FT. FL.)
 - 18" CONC. 12" PAV. (12" PAV.)
 - 18" CONC. 12" PAV. (18" FT. FL.)
 - 18" CONC. 12" PAV. (12" PAV.)
- ABBREVIATIONS**
- EX EXISTING
 - PRO PROPOSED
 - FF FINISH GRADE
 - SP SURFACE FINISH GRADE
 - GR GRASS
 - HO HOPE
 - HI HIGH DENSITY POLYETHYLENE
 - INV INVERT
 - TO TOP OF GRADE
 - TC TOP OF CURB
 - SL SLOPE
 - DIR DIRECTION OF FLOW



NO.	REVISION	DATE

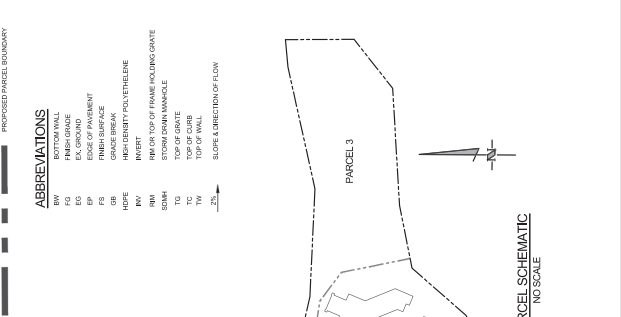


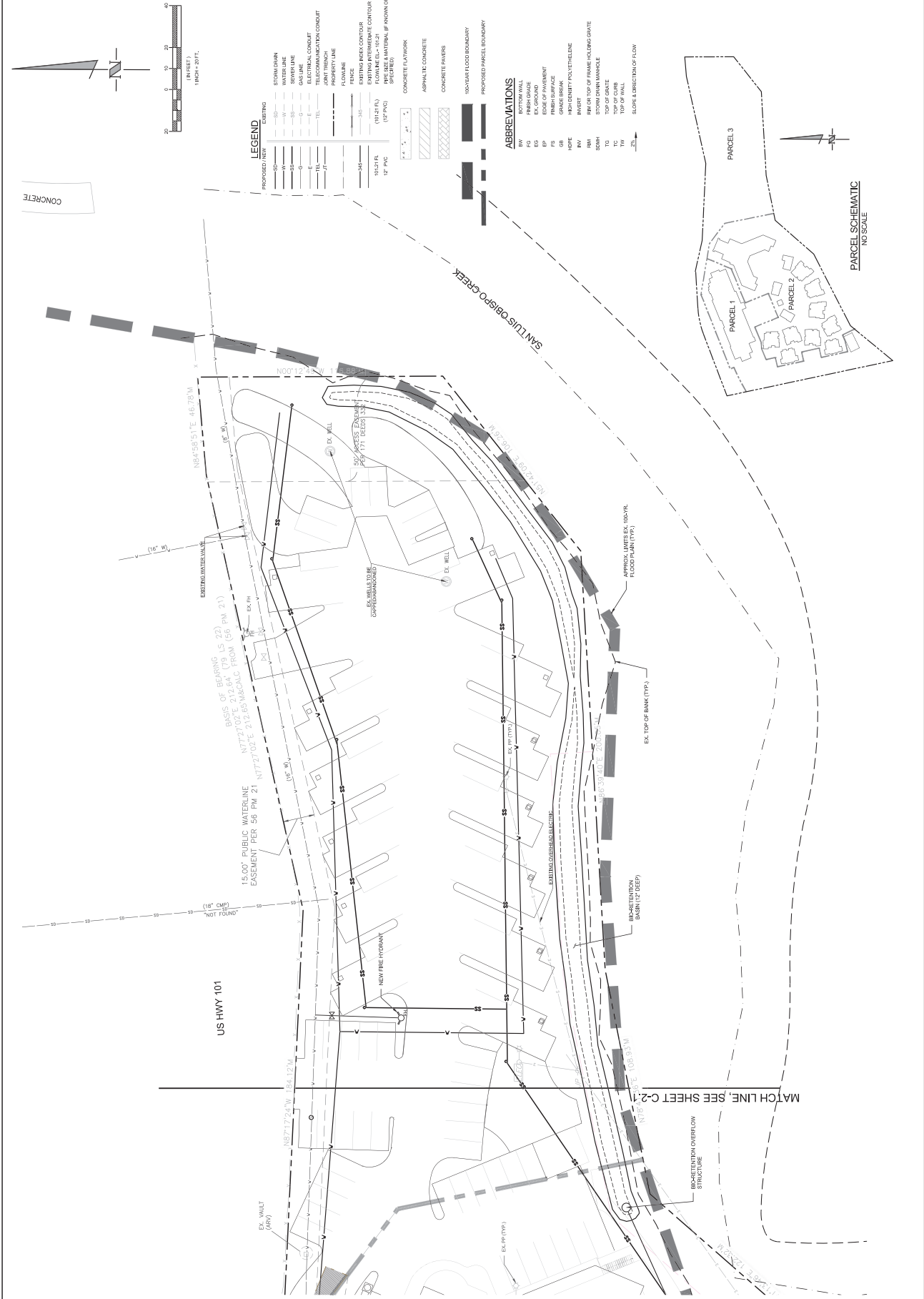
LEGEND

PROPOSED NEW	EXISTING
SS	STORM DRAIN
EW	WATER MAIN
W	WATER LINE
G	Gas LINE
E	ELECTRICAL CONDUIT
TEL	TELECOMMUNICATION CONDUIT
F	PROPERTY LINE
---	FLOWLINE
---	FENCE
---	ASBESTOS CONTAMINATED AREA
---	EXISTING INTERIMINARY CONTOUR
---	FLOWLINE ELEV. 10'-21"
---	UNPAVED SURFACE, UNLESS OTHERWISE NOTED
---	CONCRETE PAVEMENT
---	ASPHALTIC CONCRETE
---	CONCRETE PAVERS
---	10-YEAR FLOOD BOUNDARY
---	PROPOSED PARCEL BOUNDARY

ABBREVIATIONS

AW	AREA WALL
EG	EXISTING GRADE
EP	EXISTING PAVEMENT
FB	FINISH SURFACE
GB	GRADE BREAK
HOPE	HIGH DENSITY POLYETHYLENE
HW	HIGH DENSITY POLYETHYLENE
IS	INVERT TOP OF MANHOLE OR CONC. GRADE
SDM	STORM DRAIN MANHOLE
TD	TOP OF GRADE
TC	TOP OF CURB
TM	TOP OF MANHOLE
SL	SLOPE
SA	SLOPE DIRECTION OF FLOW







Air Pollution Control District
San Luis Obispo County

November 17, 2015

Steve Matarazzo
City of San Luis Obispo
919 Palm Street
San Luis Obispo CA 93401

SUBJECT: APCD Comments Regarding the Motel Inn - Monterey Street Project
Referral

Dear Mr. Matarazzo,

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the proposed project located at 2223 and 2229 Monterey Street in San Luis Obispo. The proposed project would include a hotel with bungalows totaling 52 guest rooms, camping accommodations for 15 RV and 10 Airstream trailers and a 10,750 square foot restaurant. Existing structures will be demolished.

The following are APCD comments that are pertinent to this project.

GENERAL COMMENTS

As a commenting agency in the California Environmental Quality Act (CEQA) review process for a project, the APCD assesses air pollution impacts from both the construction and operational phases of a project, with separate significant thresholds for each. **Please address the action items contained in this letter that are highlighted by bold and underlined text.**

CONSTRUCTION PHASE IMPACTS

Based on the APCD emission estimates using the most recent CalEEMod computer model, the construction phase would likely exceed the APCD's daily construction emission threshold(s) identified in Table 2-1 of the CEQA Air Quality Handbook (available on the website: slocleanair.org).

The modeling results indicate the APCD daily (lbs/day) threshold would be exceeded primarily due to the architectural coatings. **Mitigation measures should be provided to reduce this impact. This could be accomplished by reducing the VOC content of the paint used and/or adjusting the schedule for architectural coating applications to extend the painting activities thereby limiting the daily coating activities to ensure emissions remain below the threshold, or other options as the project proponent**

deems appropriate. The method(s) selected should be clearly outlined in the mitigation measures.

Hydrocarbon Contaminated Soil

Should hydrocarbon contaminated soil be encountered during construction activities, the APCD must be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD Permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH -non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate;
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and,
- Clean soil must be segregated from contaminated soil.

The notification and permitting determination requirements shall be directed to the APCD Engineering Division at 781-5912.

Naturally Occurring Asbestos

Naturally occurring asbestos (NOA) has been identified by the state Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain naturally occurring asbestos. The SLO County APCD has identified areas throughout the County where NOA may be present (see the APCD's 2012 CEQA Handbook, Technical Appendix 4.4). If the project site is located in a candidate area for Naturally Occurring Asbestos (NOA), the following requirements apply. Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (93105), **prior to any construction activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the regulation. An exemption request must be filed with the APCD.** If the site is not exempt from the requirements of the regulation, the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. More information on NOA can be found at slocleanair.org/business/asbestos.php.

Demolition/Asbestos

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, abatement, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during the demolition or remodeling of existing buildings or the disturbance, demolition, or relocation of above or below ground utility pipes/pipelines (e.g., transite pipes or insulation on pipes). **If this project will include any of these activities, then it may be subject to various regulatory jurisdictions, including the**

requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHA^P). These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 and also go to slocleanair.org/business/asbestos.php for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of: slocleanair.org/business/onlineforms.php.

Developmental Burning

Effective February 25, 2000, **the APCD prohibited developmental burning of vegetative material within San Luis Obispo County.** If you have any questions regarding these requirements, contact the APCD Enforcement Division at 781-5912.

Dust Control Measures

Construction activities can generate fugitive dust, which could be a nuisance to local residents and businesses in close proximity to the proposed construction site. **Projects with grading areas that are within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to manage fugitive dust emissions such that they do not exceed the APCD's 20% opacity limit (APCD Rule 401) or prompt nuisance violations (APCD Rule 402).**

- a. Reduce the amount of the disturbed area where possible;
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. **Please note, since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.** For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook;
- c. All dirt stock pile areas should be sprayed daily and covered with tarps or other dust barriers as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;

- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;
- l. All PM₁₀ mitigation measures required should be shown on grading and building plans; and,
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

Construction Permit Requirements

Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.

The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;
- Rock and pavement crushing;
- Unconfined abrasive blasting operations;
- Tub grinders;
- Trommel screens; and,
- Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc).

To minimize potential delays, prior to the start of the project, please contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.

Construction Phase Idling Limitations

Projects that will have diesel powered construction activity in close proximity to any sensitive receptor shall implement the following mitigation measures to ensure that public health benefits are realized by reducing toxic risk from diesel emissions:

To help reduce sensitive receptor emissions impact of diesel vehicles and equipment used to construct the project, the applicant shall implement the following idling control techniques:

1. California Diesel Idling Regulations

- a. **On-road diesel vehicles** shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
1. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,
 2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.
- b. **Off-road diesel equipment** shall comply with the 5 minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use off-Road Diesel regulation.
- c. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5 minute idling limit.
- d. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: www.arb.ca.gov/msprog/truck-idling/2485.pdf and www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

2. Diesel Idling Restrictions Near Sensitive Receptors

In addition to the State required diesel idling requirements, the project applicant shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors:

- a. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- b. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
- c. Use of alternative fueled equipment is recommended; and
- d. Signs that specify the no idling areas must be posted and enforced at the site.

OPERATIONAL PHASE IMPACTS

APCD staff has estimated the operational impacts of this development by running the CalEEMod computer model, a tool for estimating vehicle travel, fuel use and the resulting emissions related to this project's land uses. The results of the model, using conservative County average trip distances, demonstrated that the operational impacts will likely exceed the APCD's thresholds in Table 3-2 of the CEQA Handbook.

As a result of this estimated threshold exceedance for ROG+NO_x and greenhouse gases, this project must implement Standard Mitigation Measures, which can be found in Table 3-5 of the APCD's 2012 CEQA Handbook, to bring the project below the significance threshold.

Wood Combustion

Under APCD Rule 504, **only APCD approved wood burning devices can be installed in new dwelling units.** These devices include:

- All EPA-Certified Phase II wood burning devices;
- Catalytic wood burning devices which emit less than or equal to 4.1 grams per hour of particulate matter which are not EPA-Certified but have been verified by a nationally-recognized testing lab;
- Non-catalytic wood burning devices which emit less than or equal to 7.5 grams per hour of particulate matter which are not EPA-Certified but have been verified by a nationally-recognized testing lab;
- Pellet-fueled woodheaters; and
- Dedicated gas-fired fireplaces.

If you have any questions about approved wood burning devices, please contact the APCD Enforcement Division at 781-5912.

San Luis Obispo Car Free Program

Vehicle emissions are often the largest source of emissions from the operational phase of development. This project has the potential to increase the amount of vehicle trips to our County and appropriate mitigation measures must be considered. San Luis Obispo (SLO) Car Free is a program to encourage car-free transportation to and around San Luis Obispo County. SLO Car Free provides tools to travelers on the pleasures and availability of traveling to our area without their cars, or by parking their cars once they arrive. By pledging to travel to, or around SLO County without a car, visitors receive special incentives from participating hotels, restaurants, transportation services and attractions. In addition, businesses who join SLO Car Free as a participating business receive free advertisement on their website, highlighting the businesses efforts to encourage "green," tourism to San Luis Obispo County. Your business is also promoted through several social media networks and at the numerous events that SLO Car Free participates in each year.

The SLO Car Free website (SLOCarFree.org) is a hub for information and web-links on transportation, lodging, attractions and other visitor needs. Visitors can use the website to find out what they can do in SLO County and how they can do it without a car. **To mitigate the potential vehicle trips to the proposed (business/facility, etc) the business must sign up to participate in the SLO Car Free Program, provide incentives to car-free travelers, and promote the program in their communication tools. To get signed up for SLO Car Free, please contact Meghan Field in the APCD Planning Division at 805-781-5912.**

Operational Phase Idling Limitations

Public health risk benefits can be realized by idle limitations for diesel engines. **To help reduce the emissions impact of diesel vehicles utilizing the RV facilities the applicant shall implement the following idling control techniques:**

1. California Diesel Idling Regulations
 - a. ***On-road diesel vehicles*** shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for

operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:

1. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,
2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.

- b. **Off-road diesel equipment** shall comply with the 5 minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use off-Road Diesel regulation.
- c. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5 minute idling limit.
- d. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: www.arb.ca.gov/msprog/truck-idling/2485.pdf and www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

2. Diesel Idling Restrictions Near Sensitive Receptors (List sensitive receptors here based on the following list: schools, residential dwellings, parks, day care centers, nursing homes, and hospitals – if none, then eliminate "b")

In addition to the State required diesel idling requirements, the project applicant shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors:

- a. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- b. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
- c. Use of alternative fueled equipment and electrification of loading docks (e.g., electrical plug-ins for truck refrigeration units and electrification of loading equipment) is recommended; and
- d. Signs that specify the no idling areas must be posted and enforced at the site.

Fire Pits

If the developer is planning on including fire pits in the project, the following comments apply relating to operational phase impacts:

Recent studies that examined the impact of bonfires/campfires on public health showed that smoke from bonfires/campfires impacted air quality in nearby residential areas. To address air quality impacts APCD recommends:

- Locating fire pits at least 700 feet from the nearest residence; and,
- Fire pits should be at least 100 feet apart (If a city has 15 or fewer fire pits, they must be separated by at least 50 feet); and,
- Fire pits should not be used when air quality for fine particulates (PM_{2.5}) is forecasted to exceed 100 on the Air Quality Index (AQI). Based on historical air quality data, the AQI is expected to rarely exceed 100 in the vicinity of this project.

APCD Comments Regarding the Motel Inn - Monterey Street Project

November 17, 2015

Page 8 of 8

If fire pits are included in the project, the APCD recommends that the campground/lodge operator prohibit fire pit use during poor air quality conditions. The APCD also recommends locating the fire pits:

- **at least 100 feet apart; and,**
- **as far as feasible from the hotel/motel units; and,**
- **at least 700 feet from the nearest residence.**

As defined in APCD's Rule 402, a person shall not discharge, from any source whatsoever, such quantities of air contaminant or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or public, or which cause or have a natural tendency to cause, injury or damage to business or property. **If fire pits are included in the project and have the potential to cause nuisance impacts, the campground/lodge operator needs to proactively take steps to reduce these impacts.**

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 781-5912.

Sincerely,



Melissa Guise
Air Quality Specialist

MAG/arr

cc: Dora Drexler, Enforcement Division, APCD
Tim Fuhs, Enforcement Division, APCD
Gary Willey, Engineering Division, APCD

Attachments: 1. Naturally Occurring Asbestos – Construction & Grading Project Exemption Request Form, Construction & Grading Project Form



Naturally Occurring Asbestos Construction and Grading Project Form

Applicant Information/Property Owner		Project Name	
Address		Project Address	
City, State, Zip		City, State, Zip	
Email for Contact Person		Project Site Latitude, Longitude	Assessors Parcel Number
Phone Number	Date Submitted	Agent	Phone Number

Check Applicable	DESCRIPTION (attach applicable required information)	APCD REQUIREMENT 1	APCD REQUIREMENT 2
	Project is subject to NOA requirements but NOT disturbing NOA (See Website Map) http://www.slocleanair.org/business/asbestos.php	Geological Evaluation	Exemption Request Form
	Project is subject to NOA requirements and project is disturbing NOA - more than one acre	Geological Evaluation	Dust Control Measure Plan
	Project is subject to NOA requirements and project is disturbing NOA - one acre or less	Geological Evaluation	Mini Dust Control Measure Plan

Please note that the applicant will be invoiced for any associated fees.

REQUIRED APPLICANT SIGNATURE:

Legal Declaration/Authorized Signature

Date

APCD OFFICE USE ONLY				
Geological Evaluation	Exemption Request Form	Dust Control Measure Plan		Monitoring, Health and Safety Plan
Approved Yes <input type="checkbox"/> No <input type="checkbox"/>	Approved: Yes <input type="checkbox"/> No <input type="checkbox"/>	Approved: Yes <input type="checkbox"/> No <input type="checkbox"/>		Approved: Yes <input type="checkbox"/> No <input type="checkbox"/>
Comments:	Comments:	Comments:		
APCD Staff:	Date Received:	Date Reviewed	OIS Site #	OIS Proj #
Invoice No.	Basic Fee	Additional Fees	Billable Hrs	Total Fees



Naturally Occurring Asbestos Construction & Grading Project Exemption Request Form

Applicant Information/ Property Owner		Project Name	
Address		Project Address	
City, State, Zip		City, State, Zip	
Email Address		Project Site Latitude, Longitude	Assessors Parcel Number
Phone Number	Date Submitted	Agent	Phone Number

The District may provide an exemption from Section 93105 of the California Code of Regulations - Asbestos Airborne Toxic Control Measure For Construction, Grading, Quarrying, And Surface Mining Operations for any property that has any portion of the area to be disturbed located in a geographic ultramafic rock unit; if a registered geologist has conducted a geologic evaluation of the property and determined that no serpentine or ultramafic rock is likely to be found in the area to be disturbed. Before an exemption can be granted, the owner/operator must provide a copy of a report detailing the geologic evaluation to the District for consideration. The District will approve or deny the exemption within 90 days. An outline of the required geological evaluation is provided in the District handout **“ASBESTOS AIRBORNE TOXIC CONTROL MEASURES FOR CONSTRUCTION, GRADING, QUARRYING, AND SURFACE MINING OPERATIONS – Geological Evaluation Requirements.”** See the APCD Website map: <http://www.slocleanair.org/business/asbestos.php>

NOTE: A basic exemption evaluation fee of \$172.00 will be charged.

APPLICANT MUST SIGN BELOW:

I request the San Luis Obispo County Air Pollution Control District grant this project exemption from the requirements of the ATCM based on the attached geological evaluation.

Legal Declaration/Authorized Signature _____
Date:

OFFICE USE ONLY - APCD Required Element - Geological Evaluation			
Date Received:	Date Reviewed:	OIS Site #:	OIS Project #:
	APCD Staff:	Approved	Not Approved
Comments:			

H:\INFO\Forms\ENFORCEMENT\NOAC&GProjectForm&ExemptionRequest-2014.docx



Naturally Occurring Asbestos (NOA) Fees

Projects where Naturally Occurring Asbestos such as serpentine rock is likely to be found are subject to the State Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations. Grading projects in the APCD planning area for serpentine rock will require prior District approval of an exemption from the ATCM or an Asbestos Dust Mitigation Plan

Effective August 1, 2011, the revised project review fees by the San Luis Obispo County Air Pollution Control District (APCD) are as follows:

	Basic Fee				Additional Fee	
	Geological Evaluation & Full Exemption	Geological Evaluation & Conditional Exemption	Geological Evaluation & one (1) acre or less	Geological Evaluation & more than one (1) acre	Dust Control Plan Review and Approval	Dust Control Plan Review & Approval with Monitoring
Construction, Grading, Roads, Surface Mining, & Quarrying in Serpentine	\$172.00	\$230.00	\$287.00	\$287.00	\$115.00	\$230.00

Prior to any grading activities at your site, a geologic analysis may be necessary to determine if serpentine rock is present. All subject project applicants should complete an exemption form or the Construction and Grading Project form. These forms, maps, and additional information can be found on the District web site at: www.slocleanair.org

In order to process the review of your project in the shortest time possible, please contact the District immediately at 805-781-5912

Please note that any necessary San Luis Obispo County Air Pollution Control District staff time or resources expended to provide State regulation compliance determinations to any person, regardless of permit status, may be charged at a rate which reflects labor costs as set by the Air Pollution Control Board and actual costs incurred by the APCD.

**Motel Inn – Apple Farm
Redevelopment Project**

**USFWS Protocol Survey for CRLF
&
Nesting Raptor Survey**

**021-10061-00
June 2003**

**Prepared for:
King Ventures
290 Pismo Street
San Luis Obispo, CA 93401**

**Prepared by:
LFR Levine Fricke
301 South Miller Street, Suite 210
Santa Maria, California 93454**

CONTENTS

CONTENTS..... I

1.0 INTRODUCTION..... 1

2.0 PROJECT DESCRIPTION 1

3.0 HABITAT DESCRIPTION 1

4.0 METHODOLOGY..... 2

5.0 NESTING RAPTOR SURVEY 3

6.0 CALIFORNIA RED-LEGGED FROG SPECIES ACCOUNT 3

7.0 RESULTS AND CONCLUSIONS 4

8.0 REFERENCES..... 5

 FIGURES 7

 APPENDIX 8

FIGURES

Project Location Map
CRLF survey area

APPENDIX

Photographs of Site

1.0 Introduction

LFR Levine-Fricke (LFR) has prepared this report of the findings from the USFWS protocol California red-legged frog (*Rana aurora* spp. *draytonii*; CRLF) survey and the nesting raptor survey associated with the “Apple Farm Phase 2” and “The Motel Inn” (Site). The surveys were conducted within the San Luis Obispo Creek (Creek) riparian corridor in the vicinity of the Site. The frog survey was conducted using United States Fish and Wildlife Service (USFWS) protocol CRLF survey guidelines (USFWS 1997). The proposed development site is located on the southeast side of Monterey Street, just south of the intersection of Monterey Street and Highway 101 in San Luis Obispo, San Luis Obispo County, California. The Site is adjacent to and on the north side of San Luis Obispo Creek (Figure 1). The CRLF is federally listed as threatened and is a state “species of special concern.” All raptors, including their nests and eggs, are protected under California Department of Fish and Game code (Section 3503.5).

2.0 Project Description

The project involves demolition of existing structures on the property located at 2223 Monterey Street, San Luis Obispo, in order to facilitate the Motel Inn Redevelopment Project as approved by the San Luis Obispo City Council and the San Luis Obispo Architectural Review Commission. These approvals were granted through the adoption of Resolution Number 9418 (2003 Series), approving Application number A & ER 122-01. The CRLF and nesting raptor surveys described herein were conducted to satisfy conditions of approval for that project.

3.0 Habitat Description

The following habitat description is from LFR (2002).

San Luis Obispo is situated in the foothills of the Santa Lucia Range, eight miles inland from the Pacific Ocean at Avila Beach. The climate in the San Luis Obispo area is moderate with warm, dry summers and a strong maritime influence. There is a short winter “rainy” season but minor change in overall temperature. Precipitation primarily occurs between January and April and averages 15 to 20 inches per year. The project site is located in the northeastern corner of the city of San Luis Obispo.

The southern edge of the proposed development is adjacent to a well-developed riparian corridor along San Luis Obispo Creek, which extends southwest from Cuesta Canyon. The upper canopy is dominated by large western sycamores (*Platanus racemosa*), with arroyo willow (*Salix lasiolepis*) as an associate species on the margins of the corridor. Both walnut (*Juglans sp.*) and California bay laurel (*Umbellularia californica*) are present in the area, but uncommon. Coast live oaks (*Quercus agrifolia*) are also present as scattered individuals. Non-native trees within the corridor consist of blue gum eucalyptus (*Eucalyptus globulus*), Peruvian pepper tree (*Schinus molle*), and Monterey pine (*Pinus radiata*). The presence of Monterey pine and other ornamental species, such as the invasive myoporum (*Myoporum*

laetum), increases on the western end of the Site near the existing Apple Farm establishment.

The understory of the riparian corridor is dominated by periwinkle (*Vinca major*). This highly invasive, spreading, perennial vine is known to thrive along tree-covered drainages and create a dense cover that prevents the establishment of other plant species (Bossard, et al., 2000). The diversity and cover of other species in the understory is generally limited. Ruderal species line the northern edge of the riparian corridor that connects to highly disturbed graded areas or existing structures. The non-native smilo grass (*Piptatherum miliaceum*) is common in this disturbed margin. In addition to periwinkle, other highly invasive species are uncommonly present as isolated individuals at the edge of the riparian corridor: pampas grass (*Cortaderia selloana*), giant reed (*Arundo donax*), poison hemlock (*Conium maculatum*), fennel (*Foeniculum vulgare*), and French broom (*Genista monspessulana*). Small individuals of castor bean (*Ricinus communis*) were also observed.

The species present on the margins of the creek and within the creek include cattail (*Typha* sp.), common horsetail (*Equisetum arvense*), sneezeweed (*Helenium* sp.), and watercress (*Rorippa nasturtium-aquaticum*).

4.0 Methodology

The nesting raptor survey was conducted during the day by LFR biologist Mitch Siemens prior to performing the daytime CRLF survey. Nikon 8X40 roof prism binoculars were used to scan the trees on the Site for signs of stick nests or white wash that might indicate raptor nesting locations. The Site and surrounding area were scanned for any raptor behavior that might signify current breeding status (i.e. flying patterns, vocalizations, prey exchanges).

The protocol CRLF survey took place during the day and night on May 5th and 11th, 2003. A search for CRLF was conducted while walking slowly and as quietly as possible through the Creek channel. The daytime portion of the surveys began at 6:00 p.m. and concluded at approximately 7:30 p.m. The nighttime portion of the surveys began at 9:00 p.m. and concluded at 10:30 p.m. Weather conditions during the survey included overcast skies, no wind, and temperatures ranging from 62-66 degrees Fahrenheit. The survey took place along the Creek from the south side of the 101 Freeway to approximately 100 meters south of the southern boundary of the Site (Figure 2). The channel bottom and banks of San Luis Obispo Creek and portions of the surrounding upland habitat were included in the search for CRLF at the Site. Nikon 8X40 roof prism binoculars were used during both day and night surveys to aid in identification of frogs and other wildlife encountered in the field. The nighttime portion of the survey required use of a NITE LITE, Wizard II, 6 volt head lamp. Digital photographs of the Site were taken, and field notes documenting significant observations made during the survey were recorded.

The California Department of Fish and Game Natural Diversity DataBase (CNDDDB) reports occurrences of known sensitive natural communities, plants, and animals in the State. A CNDDDB search for the project site included the San Luis Obispo Quadrangle, using the RareFind2 program (CDFG, August 2001). The program is updated by the CDFG quarterly to reflect the most recent reports from the field.

5.0 Nesting Raptor Survey

The Site was surveyed for nesting raptors in conjunction with the CRLF protocol survey. A large stick nest in the fork of a eucalyptus tree on the Site was monitored but appeared inactive. The size of the nest indicates that it was probably used at one time by either red-tailed hawks (*Buteo jamaicensis*) or red-shouldered hawks (*Buteo lineatus*). A single red-shouldered hawk was observed on the Site during the survey on the 11th of June, and red-tailed hawks were observed in the area during a previous habitat assessment (LFR 2002). The base of the eucalyptus tree containing the nest was inspected for evidence of recent raptor activity (i.e. white wash, prey remains, feathers) but no evidence was found. No other raptors or nest structures were identified during the survey. A list of bird species observed or identified by call during the survey included black-headed grosbeak (*Pheucticus melanocephalus*), house finch (*Carpodacus mexicanus*), Anna's hummingbird (*Calypte anna*), song sparrow (*Melospiza melodia*), spotted towhee (*Pipilo maculatus*), stellers jay (*Cyanocitta stelleri*), scrub-jay (*Aphelocoma californica*), bushtit (*Psaltriparus minimus*), black phoebe (*Sayornis nigricans*), American robin (*Turdus migratorius*), European starling (*Sturnus vulgaris*), California towhee (*Pipilo crissalis*), house wren (*Troglodytes aedon*), lesser goldfinch (*Carduelis psaltria*), chestnut-backed chickadee (*Poecile rufescens*), northern mockingbird (*Mimus polyglottos*), pacific-slope flycatcher (*Empidonax difficilis*), and dark-eyed junco (*Junco hyemalis*).

6.0 California Red-legged Frog Species Account

The CRLF is an endemic species that is listed as federally threatened and is a California species of special concern. The CRLF is primarily found in wetlands and streams in coastal drainages of central California, but appears to have been eliminated from over 70 percent of its historic range in the Central Valley hydrographic region (USFWS, 1996). The primary causes are believed to be anthropogenic, and include habitat alteration/destruction, introduction of non-native predatory fish and bullfrogs (*Rana catesbeiana*), toxicants (especially pesticides), pathogens and parasites, and acid rain (Hayes and Jennings, 1986).

CRLF inhabit freshwater ponds and slow-moving creek pools (Storer 1925; Stebbins 1995). They are a highly aquatic species and are unlikely to be found in areas where pools are reduced or dry completely (Storer 1925). They occur in freshwater marshes and streams usually associated with pools of water exceeding 0.5 meter in depth. CRLF habitat is characterized by dense, shrubby riparian vegetation affiliated with still or slowly moving water (Jennings and Hayes 1989; Stebbins 1995). Most suitable vegetation appears to be characterized by arroyo willow (*Salix lasiolepis*), although cattail (*Typha* sp.) and bulrushes (*Scirpus* sp.) can also provide suitable

habitat (Jennings 1988). Preferred habitat for juveniles appears to be open, shallow water with dense submergent vegetation (Jennings and Hayes 1994.)

CRLF lay their eggs in loose clusters during the winter from November to April. Tadpoles hatch after 1-2 weeks. The breeding period is short, often lasting less than two weeks (Nussbaum et al, 1983; Stebbins 1985).

7.0 Results and Conclusions

Suitable habitat requirements for CRLF (e.g., still or slow moving water, water depth of half a meter or more, emergent aquatic vegetation, and undercut banks/root systems providing cover) are present in a few locations near the Site. However, the majority of the Creek near the Site consists of shallow riffles with occasional small pools of not more than 18 inches in depth. The average water velocity is not well suited for CRLF. Slower moving water and deeper pools would be more likely to support CRLF, however these conditions are uncommon along the surveyed section of the Creek.

Pacific treefrogs (*Hyla regilla*) were observed in both adult and tadpole stages of development. Crayfish were commonly observed, as were fish including speckled dace (*Rhinichthys osculus*) and trout (*Oncorhynchus mykiss*). These species are believed to eat frog eggs including those of CRLF. No bullfrogs (*Rana catesbeiana*) or southwestern pond turtles (*Clemmys marmorata pallida*) were observed during the survey.

There were no active raptor nests identified during the survey. One adult red-shouldered hawk was observed on the Site but this individual did not exhibit behavior that would indicate breeding activity.

A search of the CNDDDB resulted in 15 recorded sightings of CRLF in the San Luis Obispo Quadrangle including two sightings reported from tributaries to San Luis Obispo Creek in 1995 and 1996 within one half mile of the Site. CRLF were seen in Miossi Creek less than a mile from the Site in 1996 by the author of this report.

The USFWS protocol level survey conducted in June 2003 by LFR Levine Fricke did not identify CRLF within San Luis Obispo Creek at the project Site. The survey area contained fair habitat for CRLF. However, the lack of deep pools and the presence of species that feed on amphibian eggs (fish, crayfish), including those of the CRLF, may prevent viability of the CRLF at this location. CRLF have been observed within a mile of the Site in tributaries of San Luis Obispo Creek. Furthermore steelhead trout, a federally threatened species, were observed in the Creek during the survey. Therefore, every effort should be employed to avoid impacting San Luis Obispo Creek and the associated riparian corridor.

8.0 References

- Bossard, C.C., J.M. Randall, and M.C. Hoshovsky (eds.). 2000. Invasive plants of California's wildlands. University of California Press. Berkeley, CA. 360 pp.
- Department of Fish and Game, 2001. State of California, The Resources Agency California Natural Diversity DataBase. Regional Map of California State Listed Threatened and Endangered Animals and Plants (October 2001 Data).
- Hayes, M.P. and M.R. Jennings. 1986. Decline of ranid frog species in western North America: Are bullfrogs (*Rana catesbeiana*) responsible? *Journal of Herpetology* 20(4):490-509
- Jennings, M. 1988. Natural history and decline of native ranids in California. Pages 61-72. *In Proceedings of the conference on California herpetology*. H.F. DeLisle, P.R. Brown, B. Kaufman, and B.M. McGurty, (eds). Southwestern Herpetologists Society Special Publication (4):1-143
- Jennings, M.R. and M.P. Hayes. 1989. Final report of the status of the California red-legged frog in the Pescadero Marsh Natural Preserve. Prepared for the California Department of Parks and Recreation under contract No. 4-823-9018 with the California Academy of Sciences. 30 pp.
- Jennings, M.R. and M.P. Hayes. 1994. Amphibian and reptile species of special concern in California. Report prepared for the California Department of Fish and Game, Inland Fisheries Division, Rancho Cordova, California. 255pp.
- LFR Levine Fricke. 2002. Ecological Site Assessment Report. Prepared for King Ventures, 290 Pismo Street, San Luis Obispo, CA 93401. August 20, 2002.
- Nussbaum, R.A., E.D. Brodie, Jr., and R.M. Storm. 1983. Amphibians and reptiles of the Pacific Northwest. Northwest Naturalist Books, Univ. Idaho Press, Moscow. 332 pp.
- Stebbins. 1985. A field guide to western reptiles and amphibians (2nd ed., rev.). Houghton Mifflin Co., Boston. Xiv+279 pp.
- Stebbins, R.C. and N.W. Cohen. 1995. A natural history of amphibians. Princeton University Press, Princeton, NJ. 316 pp.
- Storer. 1925. A synopsis of the amphibia of California. *Univ. Calif. Publ. Zool.* 27: 1-342.

United States Fish and Wildlife Service. 1996. Endangered and threatened wildlife and plants: determination of threatened status for the California red-legged frog. Federal Register 61 (101): 25813 - 25833, May 23, 1996

United States Fish and Wildlife Service. 1997. Guidance on Site Assessments and Field Surveys for California Red-legged Frogs (*Rana aurora draytonii*). February 18.

FIGURES

PROJECT LOCATION MAP
CRLF SURVEY AREA

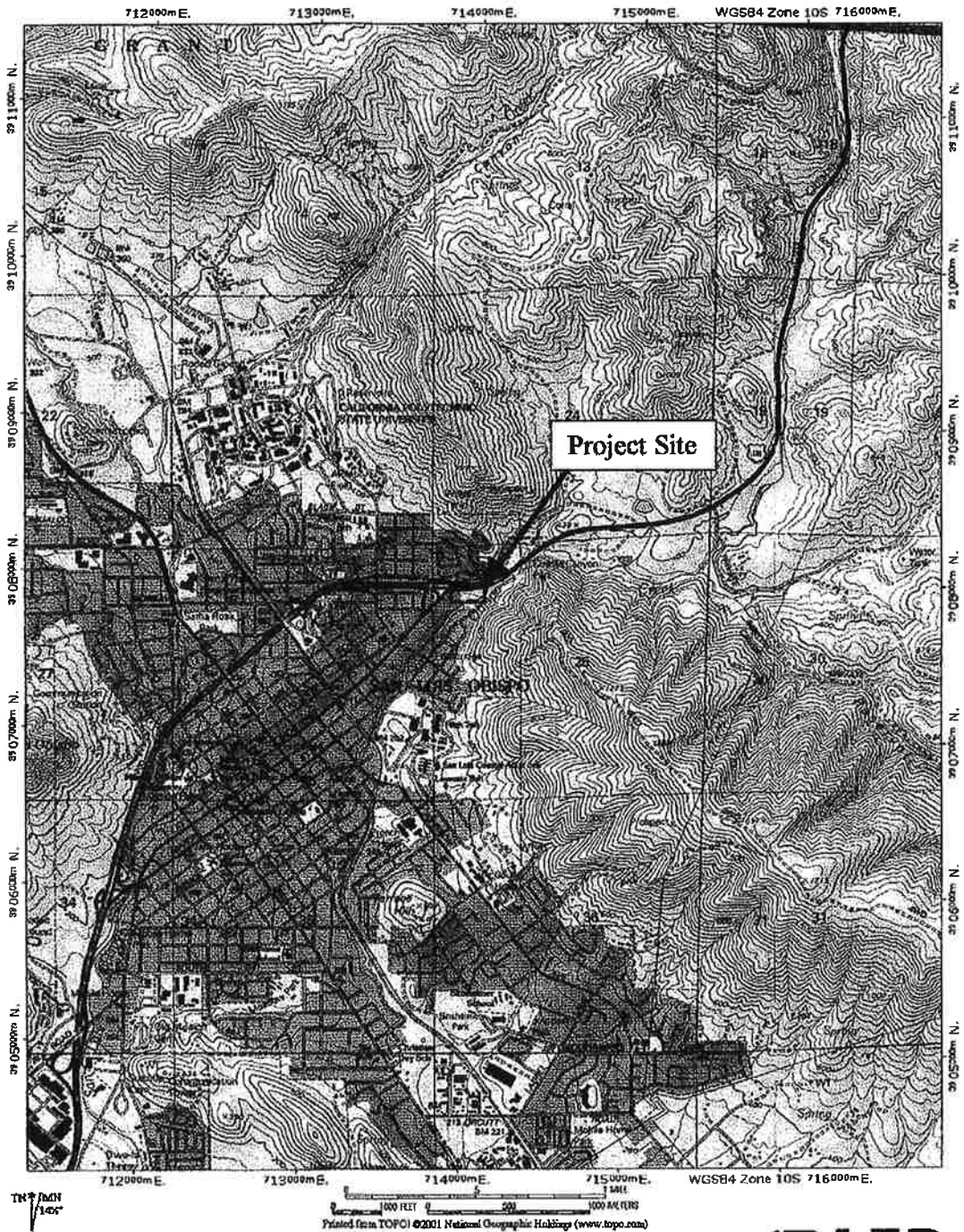
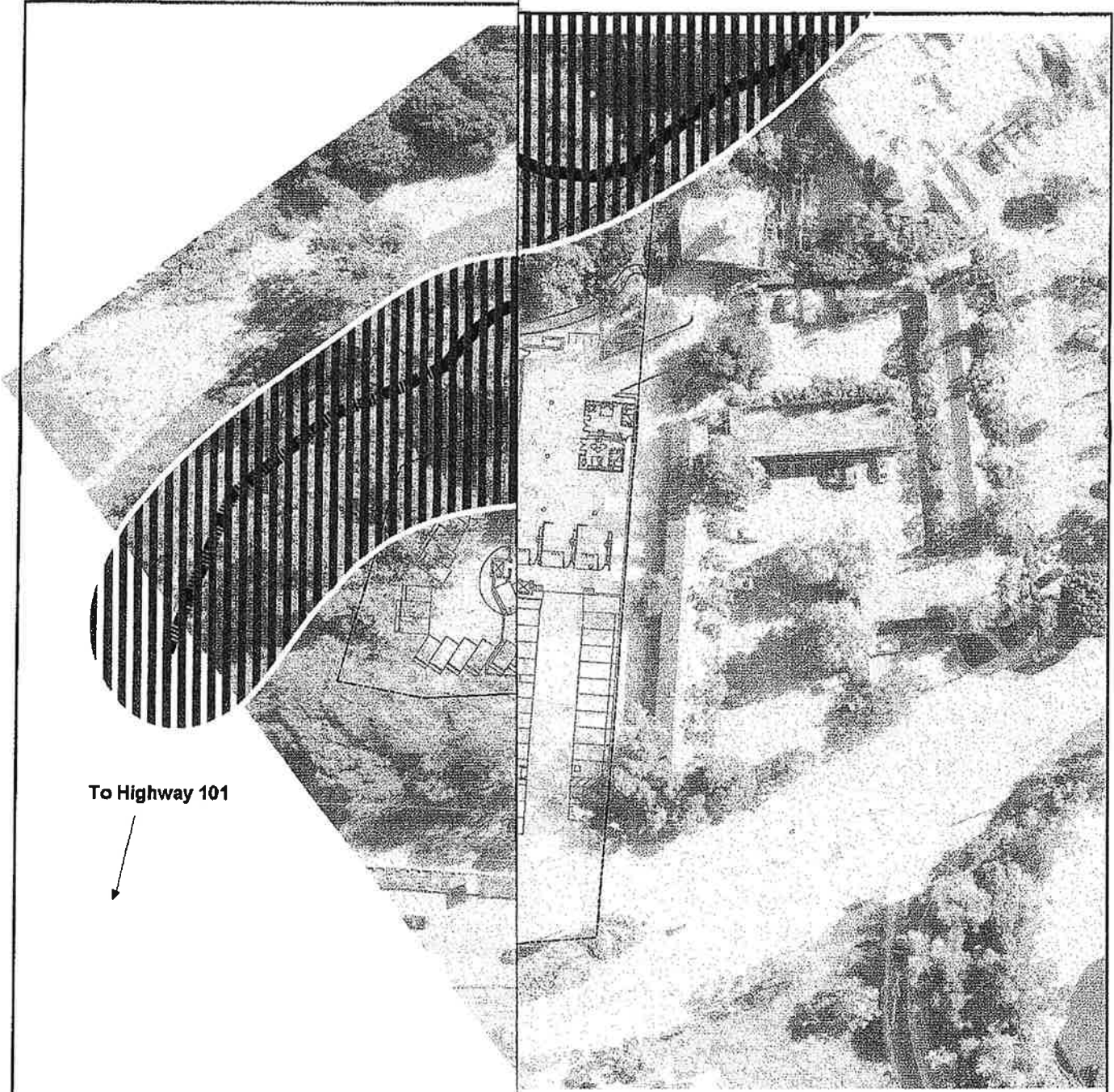


FIGURE 1
 SITE LOCATION MAP
 Project # 021-10061-00



To Highway 101



NOTE: Aerial Photograph and Background Data Provided by The Robert Richmond Company

EXPLANATION:

- Project Boundary
- California Red Legged Frog and Raptor Survey
- Flow Line
- Stick Nest

<p>King Ventures - Apple Farm Phase 2/Motel Inn</p> <p>California Red Legged Frog and Raptor Survey</p> <p>Figure 2</p> <p>Project No.021-10061-00</p>	
--	--

APPENDIX
PHOTOGRAPHS



Photograph of eucalyptus tree on Site that contained a large stick nest. The nest was determined to be inactive at the time of the survey.

18 June 03

LFR



Part of the stick nest can be seen in the center of this photograph.

18 June 03

LFR



Photograph of typical habitat along San Luis Obispo Creek in the vicinity of the Site. Shallow riffles such as those shown here are not conducive to CRLF.

18 June 03

LFR



Photograph of typical habitat along San Luis Obispo Creek in the vicinity of the Site.

18 June 03

LFR



Pools such as the one shown in this photograph are common along San Luis Obispo Creek. Typically, CRLF prefer deeper water than is present at this location.

18 June 03

LFR



Photograph showing habitat found near the Site. Habitat suitability for CRLF near the Site is fair. The lack of large deep pools and the presence of fish and crayfish that eat frog eggs may be the limiting factors for CRLF in the location of the Site.

18 June 03

LFR

Historic American Building Survey of the Motel Inn (Milestone Mo-Tel)

2223 Monterey St., San Luis Obispo CA

1. Architectural History
2. Reproductions of Historic Photos
3. Photo-documentation of Existing Conditions
4. As-Built Drawings (24 x 36 on mylar)



700 Fresno Street
San Luis Obispo, CA 93401
953-544-4444
Fax 953-544-3637
e-mail: kingarch@cox.com



208 Pismo Street
San Luis Obispo
California 93401
Telephone 805/41-8100
Fax 805/41-9814

Historic Documentation

Significance

In 1982, the Motel Inn was recorded as Number 0138-03C as part of the historic resources inventory of the City of San Luis Obispo. At the time, only the restaurant/lobby building was considered, and it was found to be eligible for the National Register of Historic Places [City of San Luis Obispo 1983]. Further research conducted as part of a restoration and reconstruction project (slated to begin in 2003), assigned the property a State Historic Resources Number (P-40-041013) and included the bungalow units behind the main building [Bertrando and Bertrando 2000].

On the basis of standard criteria for cultural resource significance [Public Resources Code Section 5024.1, Title 14 CCR Section 4852], the Motel Inn is significant because it:

- 1) is associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage. The Motel Inn was the first venue to combine the automotive convenience of the auto camps, courts, and cabins with amenities of the hotel, thus creating the concept of the motel. The Motel Inn was also the first to use the word motel, coined from motor and hotel.
- 2) is associated with the lives of persons important in our past. Arthur Heineman, the Pasadena architect and developer of the Motel Inn, was a contemporary of Greene and Greene, and was well known for his Craftsman Style residences and as an early developer of the bungalow court concept.
- 3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value. The Motel Inn combines classic features of a Spanish Colonial/Mission Revival Style with the bungalow court concept. Although not a sterling example of period architecture, it is distinctive, and it represents the beginning of the use of flamboyant and colorful architecture to attract the attention of the touring motorist.

History

For a general history of the Motel Inn property, including a discussion of the development of the motel concept, refer to the Historic Resource Inventory Report filed by Betsy and Ethan Bertrando on September 2000.

Architectural History

Charles Hamilton of the Hamilton Hotel chain originally hired Arthur and Alfred Heineman to design a new motor hotel based on the bungalow court concept. The development was financed by Harry Elliot, who partnered with Hamilton, the Heineman brothers, and attorney John H. Alvord to create the Milestone Interstate Corporation, which was to develop a series of motels in California [Krieger 1988]. The Milestone Mot-tel was designed by Arthur Heineman, in association with his brother Alfred Heineman. The Heineman brothers came to California from Chicago in 1894, and became involved in architecture primarily as developers. Although neither had any real training in architecture, they became designers and builders of housing in Southern California. Although Arthur became a registered architect, the unofficial designer was Alfred; the brothers became known as Arthur S. Heineman, architect, and Alfred Heineman, Associate. [Bertrando and Bertrando 2000:12]. The draftsman of the project was Roy Sutherland, the engineer was Bill Morris [Henry 1957]. The General Contractor on the project was Maino Construction, plumbing was

by Union Hardware and Plumbing Company, electrical was by Valley Electric (15,000 feet of conduit was installed). Project landscaper was Shurragar, the "well-known firm of florists and landscapers" [Daily Telegram 1925]. At the time, A.W. Shurragar had a florist shop at 1416 Monterey Street [Bertrando and Bertrando 2000: 14]. The Milestone Mo-Tel opened on December 12, 1925 at a construction cost of \$80,000 [Jackson 1993], but was not completely finished until fall of 1926 [Krieger 1988].

The Milestone Motel was the first and only motel built out of a proposed chain of eighteen, spaced along the California coast a day's drive apart. These motels were to be an entirely new form of accommodation, featuring the motoring convenience of the automobile camp with amenities of the hotel, including "free maid service, and restaurant and commissary," along with new amenities such as "laundry and dry yard, private garage for each car, "fix-it" garage and racks, and children's playgrounds" [Milestone Interstate Corporation 1925: 2]

As originally built, the Milestone Mo-Tel consisted of a lobby and restaurant connected by a covered walkway. The lobby contained a large fireplace and a desk made of copper bound by wrought iron straps to simulate a Spanish chest [Daily Telegram 1925].

Between the main building and the creek, 15 bungalow units were clustered around a courtyard. The original courtyard was planted with grass and featured a palm frond-covered walkway connecting the restaurant and lobby with the bungalow nearest the creek (see photo Motel Inn Bungalow Court 1926). Each bungalow consisted of 4 standard units that could be paired into a "sitting room apartment" for two couples (see Bungalow Plans 4 of 6). Each unit had a shower or bathtub, a toilet, a washbasin, a phone connected to a switchboard in the lobby, and central heat. The bungalows were constructed of 4" gypsum blocks (known as "key tile") and plaster, with wood framing of flat roofs. The bungalows also featured clay tile trim, "little Spanish lanterns" by each door, and wood sash windows with iron grille work. Most bungalows also had one or two attached shed-roof garages (see attached 1926 Bungalow Court photos) [Sanborn 1926; Daily Telegram 1925].

Two "deluxe" apartments were situated on a second floor above the lobby and restaurant respectively. In back of the bungalows, along the creek, were a series of "hotel rooms" primarily for "motel aids and chauffeurs", now offices for the adjacent Apple Farm. The eastern end of the hotel unit building was occupied by laundry and linen storage, while further east was a repair garage, now used for storage. Two long garages for additional cars were located along the creek west of the "hotel rooms" [Sanborn 1926; Daily Telegram 1925]. To further cater to the motoring tourist, the Milestone Mo-Tel had its own gas station situated east of the restaurant in what is now a parking lot [Sanborn 1926].

Other amenities added in the 1920s included a miniature golf course along the creek east of the bungalows (see attached Miniature Golf photo ca. 1930) and a riding stable [Stephens 1985; Read 1988]. The restaurant was enlarged and bathrooms added [see Construction History Drawing].

In 1932, the Milestone Interstate Corporation made a large addition to the restaurant, expanding part of the ramada toward Monterey Street to create a lounge [see Construction History Drawing]. This addition was undoubtedly made to accommodate the growing popularity of the restaurant. Unfortunately, by August of that year, the Milestone Interstate Corporation was bankrupt, and the Milestone Mo-Tel was lost to foreclosure. It remained closed until 1937 [Ceres 1999:9; Peters 1991].

In 1937, the property was purchased by the Motel Inn Corporation, and in 1938 the Motel Inn was listed as such, along with the Motel Service Station, at 2125 and 2145 Monterey

Street respectively [Ceres 1999:9]. The Motel Inn was sold again in 1939 to Joseph and Lilyan Raphael, and in 1942 to Richard Guest and Violet Peck Guest [Peters 1991]. After the Guests purchased the property, they made some changes. They filled in the rest of the ramada between the main building wings to create a larger lounge and expanded restaurant, probably due to growing demand from Camp San Luis (see Motel Inn Construction History Drawing).

In 1944, the Motel Inn was sold to George H. Jovick, and in 1947 it was sold to John W. and Lurene Fisher, who kept the property until 1955 [Peters 1991]. Despite the continuous ownership during this period, an ad in the San Luis Obispo Telegram-Tribune in 1949 stated that the Motel Inn Dining Room would be closed for four days for redecoration and would open the next week under new management [San Luis Obispo Telegram-Tribune 1949:5]. This may refer to the expansion of the restaurant area to include Bungalow K [Sanborn 1954]. In addition to this mystery, *Polk's Business Directory* of 1950 listed the Motel Inn at 2125 Monterey and "Tessyman's Motel Inn" at 2145 Monterey Street [Ceres 1999: 10].

In 1955, the Fisher's conveyed 2/3 interest of the property to Courtney and Eleanor Moore, and 1/3 to Volney P. Bell and Hope Bell. The following year, all interest in the property passed to the Moore's. During the Moore's ownership, many changes were made to the Motel Inn. The service station was torn down, the miniature gold course and riding stables were removed, and a swimming pool was added to the courtyard [Bertrando 2000:14; Peters 1991; Reed 1988:np]. By 1957, the apartment in the northwest corner of the property had been converted into a radio station for KVEC, and the restaurant building had absorbed Bungalow L as well as K to create conference, meeting, and banquet facilities (see Motel Inn Construction History Drawing) [Ceres 1999:10; Bertrando 2000:14]. It is also likely that the shed garages attached to some of the bungalows were taken down during this time, since a few (but not all) are shown on the Sanborn Fire Insurance Map of 1954.

In 1959, the Moore's conveyed a portion of their interest in the Motel Inn to Allen and Margaret Calkins [Peters 1991]. In the 1960s, the Calkins placed their stamp on the Motel Inn with addition of extensive signage, neon, (see Motel Inn 1960s brochure), and the development of a lunch patio by the pool, featuring a curvy fiberglass roof with tear-drop shaped edges [Giovanni 1987:17]. By 1970, both Courtney Moore and Allan Calkins had died, leaving the Motel Inn in the ownership of Margaret Calkins and Crocker-Citizen National Bank [Peters 1991]. By 1974, a storage shed had been built in the southwest corner of the property, the area in back of the lounge and lobby had been filled in to expand the lounge area (see Motel Inn Construction History Drawing), and the KVEC radio station had relocated elsewhere [Bertrando 2000:14; Ceres 1999:11].

Changes to the Motel Inn under the Calkins were the last major architectural changes made. In 1974, Margaret Calkins died and her interest was sold to Stanley A. Genest and V.E. Genest. In 1980, Crocker-Citizens Bank sold their interest to the Genests, and the following year the property was sold to Milton E. and Betty R. Grau, the last owners to actually operate the Motel Inn, which finally closed in 1990 [Bertrando 2000:14; Ceres 1999:12; Peters 1991].

Current Conditions

The Motel Inn was built in a Spanish Colonial Style with Mission Revival elements, featuring plaster walls and red tile roof. The most dominant design attribute is a large tower with a copper dome. This tower, along with the a smaller "bell tower" and the short arcade in front of the lobby, recall the Mission Santa Barbara and other California missions. Design details included plaster scroll work on the towers, and at some of the windows and entrances.

The roof line of the main restaurant/lobby building is very complex, consisting of multiple gables and parapets generated by the somewhat organic growth of the building over time. The associated bungalows have flat roofs with some tile mansard edges, and are built of an unusual building material called "key tile." Key tile consists of 4" cube blocks of gypsum, which were stacked like bricks to create the structural walls. No reinforcement was used, and in many cases no mortar was even used. The cubes were stacked not in a running bond like brick, but in simple linear columns. Although most of the wood and wrought iron work present during the historic period are long gone, a few of these original details remain. Remaining details include the wrought iron at the Manager's Apartment and some of the wooden brackets the bungalow entries. Unfortunately, almost all of the original wood-frame divided casement windows have been replaced by picture windows or jalousie windows.

Although some of the existing shrubs and trees predate the 1950s, little if any of the original 1920s landscaping remains [Bertrando and Bertando 2000:14; Foote 2000]. The earliest reports of the Motel Inn describe a "center park of lawn and shrubs" shown in the 1926 photos [Daily Telegram 1925]. Later references mention citrus and kumquat trees [Dart 1978], but the exact dates of planting are unknown. The existing citrus tree all appear to be too small to have been planted in the 1920s or 1930s [Foote 2000]. Some newspaper stories about the Motel Inn in 1970s and 1980s mention arbors overgrown with ivy, while other describe the grounds as planted with oleander, hydrangeas, banana trees, oaks, citrus, and kumquats [Bertrando and Bertrando 2000:14]. Photographs of the poolside area in the 1960s show a decidedly tropical theme with ferns, banana trees, and papyrus (see attached photos 1960s).

Structurally, the bungalows are in very poor condition, lacking reinforcement, ties to foundation or in some cases any foundation at all. The flat roofs have leaked, damaging the woods framing and causing the collapse of much interior plaster. Structural problems are also apparent at the lobby, with exposed decayed beams and bowed exterior walls.

References Cited and Consulted

Anonymous

- 1925 "Guests Welcomed at Milestone Inn: Motel Opens for Service to the Motor Public." *San Luis Obispo Daily Telegram*, December 12, 1925, pp. 1,4. Copy on file, King Ventures, San Luis Obispo.

Anonymous

- 1925 "Guests Welcomed at Milestone Inn: Motel Opens for Service to the Motor Public." *San Luis Obispo Daily Telegram*, December 12, 1925, pp. 1,4. Copy on file, King Ventures, San Luis Obispo.

Automobile Club of Southern California

- 1927 *Auto Camps, Courts, and Camp Grounds of California*. Automobile Club of Southern California, Los Angeles.

Belasco, Warren James

- 1979 *Americans on the Road from Autocamp to Motel, 1910-1945*. M.I.T. Press, Cambridge.

Bertrando, B. and E. Bertrando

- 2000a Historical Resource Inventory for 2223 Monterey Street, San Luis Obispo, CA. The Motel Inn Complex (P-40-041013) (Milestone Mot-tel). On file, King Ventures, San Luis Obispo and Central Coast Information Center, Santa Barbara.
- 2000b Primary Record P-40-041013 On file, King Ventures, San Luis Obispo and Central Coast Information Center, Santa Barbara.

Ceres Associates

- 1999 Phase I Environmental Site Assessment, Apple Farm Inn, 21015-2223 Monterey Street, San Luis Obispo, California. On file, King Ventures, San Luis Obispo.

Dart, Louisiana Clayton

- 1978 *Vignettes of History in San Luis Obispo*. San Luis Obispo County Historical Society, San Luis Obispo.

Foote, David

- 2000 Inventory and Evaluation of Existing Trees at the Motel Inn Site. Report on file, King Ventures, San Luis Obispo.

Giovanni, Joseph

- 1987 "The First Haven for Man and His Auto," *New York Times*, Home Section, July 9, 1987, p. 17. Copy on file, King Ventures, San Luis Obispo.

Heineman, Arthur

- 1925 The Milestone Marks the End of a Perfect Day. Prospectus for the Milestone Interstate Corporation, National City Bank Building, Los Angeles. On file, B. Bertrando, San Luis Obispo.

Henry, Bill

- 1957 "By the Way with Bill Henry." *Los Angeles Times*, June 11, 1957, np. Copy on file, King Ventures, San Luis Obispo.

Jackson, Kristin

- 1993 "The World's First Motel Rests Upon Its Memories." *The Seattle Times*, April 25, 1993, pp. K1, K10. Copy on file, King Ventures, San Luis Obispo.

Krieger, Dan

- 1988 "Times Past: Mot-Tel, San Luis Obispo's Motel Inn May Have Been First." *The Telegram-Tribune*, October 22, 1988, p. 23 (Focus Section). Copy on file, King Ventures, San Luis Obispo.

Milestone Interstate Corporation

- 1925 The Milestone Marks the End of a Perfect Day. Prospectus, Milestone Interstate Corporation, Los Angeles

Patton, Phil

- 1986 "America's Home Away From Home is Still a Good Motel." *Smithsonian*, March 1988, pp. . Copy on file, King Ventures, San Luis Obispo.

Peters, Nick (Subdivision Manager, Cuesta Title)

- 1991 Chain of Title of the Motel Inn. On file, King Ventures, San Luis Obispo and Cuesta Title, San Luis Obispo.

Reed, Christopher

- 1988 "Motoring Milestone." *London-Manchester Guardian*, January, 1988, np.. Copy on file, King Ventures, San Luis Obispo.

Roth, Matthew W.

- 2000 "Roadside Dream: The World's First Motel Opened a New Chapter in California Car Culture." *Westways*, May/June, 2000, 16.. Copy on file, King Ventures, San Luis Obispo.

Sanborn Insurance Co.

- 1926 Sanborn Fire Insurance Map. On file, Bertrando and Bertrando, San Luis Obispo and King Ventures, San Luis Obispo.
- 1954 Sanborn Fire Insurance Map. On file, Bertrando and Bertrando, San Luis Obispo and King Ventures, San Luis Obispo.

San Luis Obispo, City of.

- 1983 Completion Report: Historic Resources Survey, Vols. 1,2, and 3. On file, Planning Department, City of San Luis Obispo, CA and Kennedy Library, California Polytechnic, San Luis Obispo.

Stephens, Dan

- 1985 "The First Motel Marks Sixtieth Year." *The Telegram-Tribune*, December 12, 1985, pp. A1, A3. Copy on file, King Ventures, San Luis Obispo.

Warnack, James

- 1925 "Hostelry Chain for Motorists." *Los Angeles Times*, January 18, 1925, np Copy on file, King Ventures, San Luis Obispo.

**EXTENDED PHASE 1 TESTING
FOR 2223 MONTEREY STREET, SAN LUIS OBISPO, CA
THE MOTEL INN COMPLEX (P-40-401013)**

Prepared at the request of:
Dave Watson AICP
King Ventures
290 Pismo Street
San Luis Obispo, CA 93401
805-544-4444

Prepared by:
Betsy Bertrando, Historical Researcher
Ethan Bertrando, Principal Investigator
267 Foothill Boulevard
San Luis Obispo, CA 93405
805-543-7831

January 2002

INTRODUCTION

The field research carried out as part of this study was conducted by Ethan Bertrando and Luther Bertrando. The field work took place on August 28th and September 2nd , 2000. The parcel is depicted on the San Luis Obispo 7.5' USGS quadrangle topographic map and is situated in a newly annexed portion of the City of San Luis Obispo.

The request for an extended Phase I cultural resource investigation of the Motel Inn property was made by Dave Watson, Director of Planning and Project Development for King Ventures. The Motel Inn is reputedly the first motel in the United States. Preliminary future concept plans for the parcel call for the restoration of the primary front building and reconstruction of the bungalow apartments that surround the garden area behind. New structures in the Spanish Colonial style would replace the bungalows following the historic theme of the original structures. Eventually new buildings as part of the Apple Farm expansion would go in the vacant space currently used as parking on the parcel on both sides of the Motel Inn.

METHODS

The methods developed for this project were devised in response to the aims of the project, to determine if buried archaeological strata were present within the project area. Logistical limitations included existing historic structures, easements for stream bed habitat, underground services and utilities and vehicle transportation corridors. These concerns notwithstanding, an effort was made to give adequate coverage to the project area in an effort to accurately characterize the deposits in that area.

Because no sites had been recorded in that area, a backhoe was used to expose long stratigraphic profiles. Beyond this approach's ability to expose potential archaeological deposits, it provided a means by which an understanding of the depositional and stratigraphic formation processes that have occurred. All trenches were oriented approximately east/west. While this facilitated mapping and standardized trench descriptions, it also favored the predominant slope descending into San Luis Obispo Creek on the east side of the project area. The exposures should then display evidence of the erosion, alluviation and other related depositional processes that would appear more clearly on a down slope setting.

Each trench was monitored during excavation to assure that no sensitive features were affected. Each trench was excavated until B stratum soils were exposed. The trenches were measured, mapped and photographed. A sidewall was selected and profiled from each trench and each trench had a minimum of one 5 gallon bucket sample removed from the sidewall and water screened on site through 1/8 " screen. Screen residue was dried and sorted in the field. Any archaeological material was to be bagged and returned to the lab for processing. Upon completion of all the above activities the trenches were backfilled with the backhoe and compacted.

RESULTS

Three distinct soil levels, or strata, occurred in all three of the trenches. These strata were designated as Plowzone, Stratum A and Stratum B. In addition a transitional stratum was identified separating strata A and B. This transitional layer varied in thickness, structure and development from trench to trench.

Plowzone referred to all upper disturbed layers that had been affected by recent historic use including vehicle traffic, grading, deposition of fill and road base. It varied in depth but appeared to average just over 10 cm in depth. The transition to intact stratum A was irregular with the exception of Trench 3 where road base (i.e. plowzone) had been deposited on top of levelly graded and truncated stratum A.

Stratum A appeared as the first intact deposit encountered in the trenches. Based on its composition and contents it is believed to be a young stratum, dating to the middle to later half of the Holocene. It has developed through a combination of alluviation and argilliturbation to form a black clayey soil with rounded and sub-rounded larger constituents. The close proximity of the project area to serpentine bedrock explains the clayey or argillic nature of the soil. Similar soils are found throughout the San Luis Obispo, Los Osos and Chorro Valley watersheds. These soils have been found to have a dramatic affect on artifact preservation and placement. Preservation of organics in this matrix is very poor. After excavation of numerous sites in similar soils in the Chorro Valley the only one found to contain significant amounts of organic remains was very young, approximately 200-300 years in age. Stone artifacts are not affected by preservation problems but the vertical movement of the items through the shrink-swell motions of the clayey soil does affect the context. Artifacts are either forced to the ground surface through soil swelling during saturation or to the bottom of the soil horizon by falling down the crevices created during seasonal dessication of the soils. These processes were considered when evaluating the content of the soils during this project.

Stratum B was only partially exposed at the base of the trenches. While there was variability between the trenches some similarities can be summarized. The soil was silty clay with sand and gravel micro-bedding. The color ran from reddish brown to grayish brown. The variation in color can be accounted for with variable iron oxide or organic content. Its composition suggests that it was developed through ancient alluvial events and may represent past channels of the meandering San Luis Obispo Creek. An alternate explanation may view this deposit as being created through single or multiple episodes of inundation, probably overflow events when flooding of the nearby stream occur-red. The age of this deposit is unknown. It may represent Pleistocene gravel and clay layers or it could have been produced more recently, perhaps as early as the Middle Holocene.

The transition between these levels was natural and gradual. This suggests that the A stratum developed slowly over time through natural processes over Stratum B. The development of both strata and the transitional layers between the two have been heavily influenced by the nearby stream and its sediments it carries.

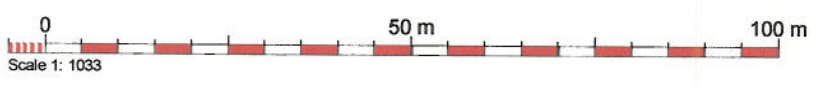
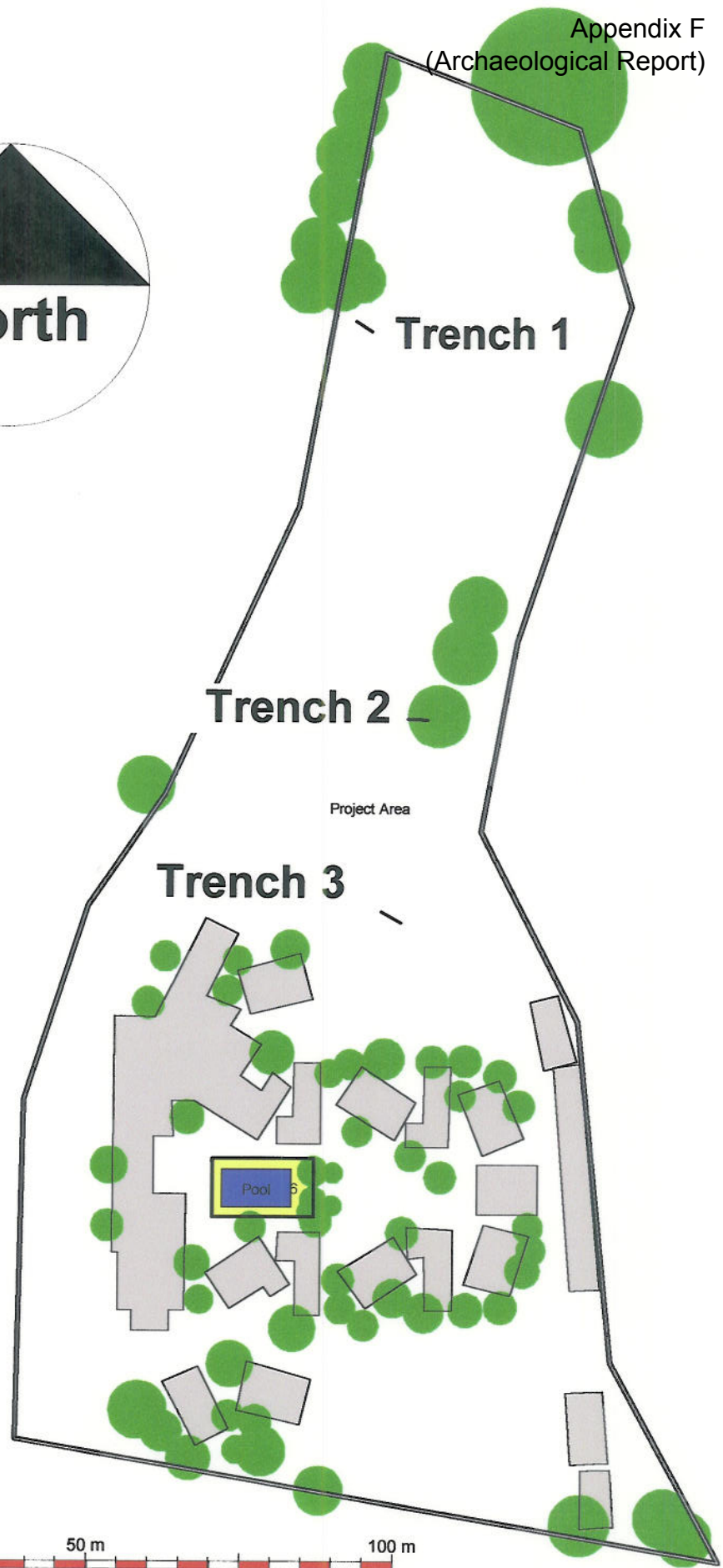
Except for recent historic debris, no archaeological materials were identified *in situ* within the trench stratigraphic profiles. This is not felt to reflect preservation issues or problems of artifact displacement. Rather, it reflects the actual lack of archaeological material in the locations tested.

CONCLUSION

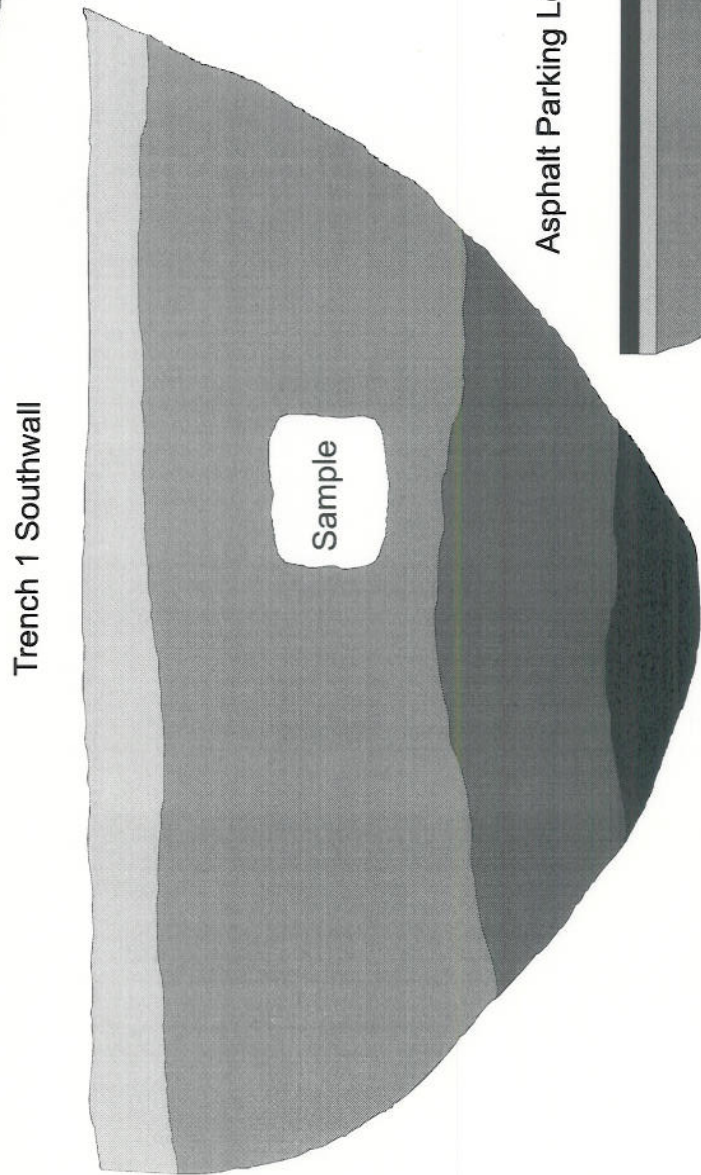
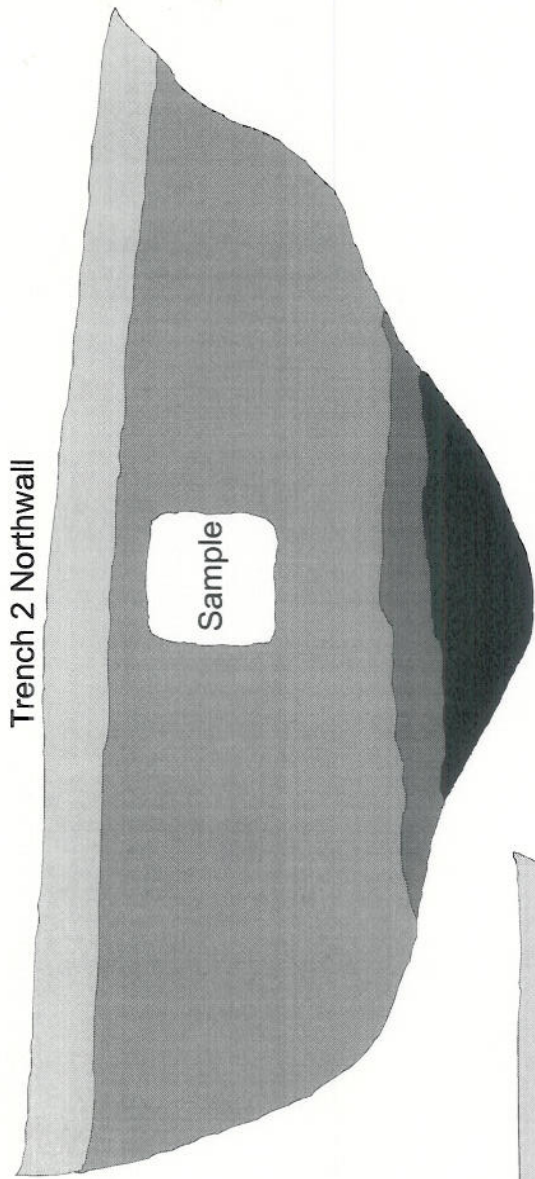
No archaeological deposits were identified during the extended phase I analysis. Testing was limited and the findings are not considered to be conclusive. Because of the proximity to existing structures and underground services much of the core area remained unexamined. Based on the amount of previous disturbance in these locations, the avoidance of these areas is not of as great concern as first appears. However, the results do indicate that the likelihood of encountering buried cultural remains is slim.

RECOMMENDATIONS

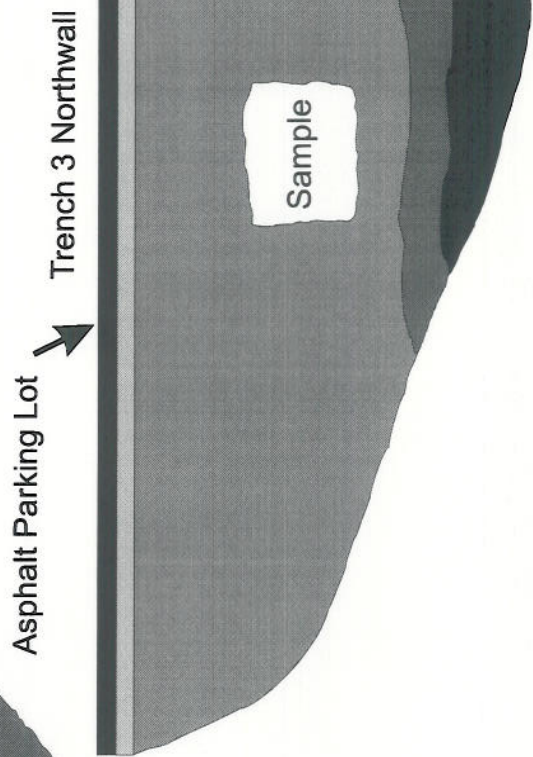
The proposed development and renovation of the Motel Inn will result in some areas of significant ground disturbance. Because the area is located in an area of high likelihood of containing archaeological deposits archaeological monitoring is recommended during activities resulting in major earth movement or disturbance. The extended Phase I testing suggests that no archaeological deposits are present so no evaluation study is currently recommended. The discovery of new archaeological remains while monitoring during construction would trigger an evaluation of the resource. If this happens then the overseeing archaeologist will coordinate with the proper agencies and individuals to adequately address the cultural resources prior to additional disturbances.



Motel Inn
Trench Wall Profiles
8/31/01
E. Bertrando



- Plowzone
- Stratum A
- A/B Transition
- Stratum B

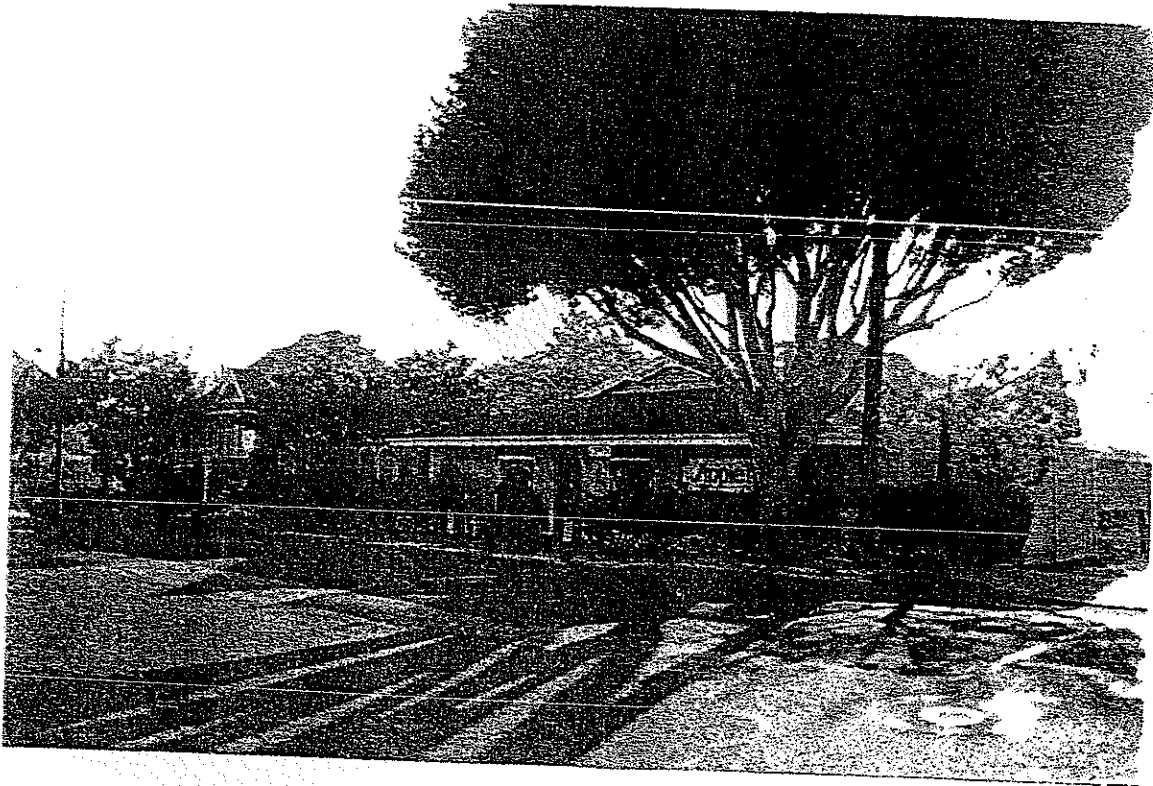


1 Meter

MRD Enterprises, Inc.

**PHASE I
ENVIRONMENTAL SITE ASSESSMENT**

Apple Farm Inn
2015 - 2223 Monterey Street
San Luis Obispo, California



5040 Commercial Circle, Suite F
Concord, California 94520
(925) 825-4466 / Fax (925) 825-4441

Ceres Associates Project CA628-1
October 25, 1999

Prepared for:

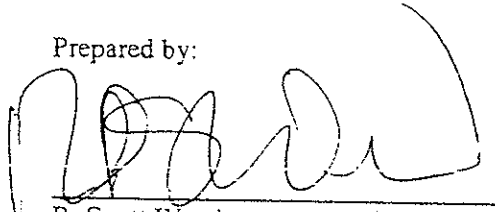
MRD Enterprises, Inc.
2015 Monterey Street
San Luis Obispo, California 93401

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Apple Farm Inn
2015 - 2223 Monterey Street
San Luis Obispo, California

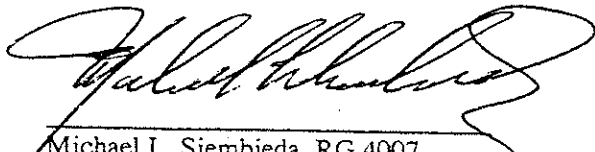
Project CA628-1

Prepared by:



R. Scott Wood
Environmental Specialist
AHERA-Accredited Building Inspector

Reviewed by:



Michael L. Siembieda, RG 4007
Director of Environmental Services

Ceres Associates
5040 Commercial Circle, Suite F
Concord, California 94520
(925) 825-4466 , fax (925) 825-4441

TABLE OF CONTENTS

	<u>PAGE</u>
1.0 SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS	1
1.1 SUMMARY	
1.2 DISCUSSION	
1.3 RECOMMENDATIONS	
1.4 DEVIATIONS FROM ASTM E1527 GUIDELINES	
2.0 PROPERTY AND SURROUNDING AREA DESCRIPTIONS	5
2.1 PROPERTY DESCRIPTION	
2.2 SURROUNDING AREA DESCRIPTION	
3.0 INTERVIEWS, RECORDS, AND HISTORICAL REVIEW	8
3.1 INTERVIEWS AND REGULATORY CONTACTS	
3.2 CHRONOLOGY OF PROPERTY USE	
3.3 ENVIRONMENTAL DATABASE REVIEW	
3.4 SOURCES OF DATA	
4.0 PHYSICAL SETTING	14
4.1 SURFACE DESCRIPTION	
4.2 SOIL AND GROUNDWATER	
5.0 LIMITATIONS	15
<u>PHOTOGRAPHS</u>	
Property Photographs	
<u>FIGURES</u>	
Figure 1 - Property Location Map	
Figure 2 - Property Map	
<u>APPENDICES</u>	
Appendix A - Professional Qualifications	
Appendix B - Regulatory Documents and Other Reports	
Appendix C - Environmental Database Report	



1.0 SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS

At the request of MRD Enterprises, Inc., Ceres Associates completed a Phase I Environmental Site Assessment (ESA) for 2015 - 2223 Monterey Street, San Luis Obispo, San Luis Obispo County, California (Property) (refer to Figure 1 - Property Location Map). The Phase I ESA was conducted according to the guidelines of ASTM document E1527. The research included a Property and adjacent sites survey, interviews with informed persons, reviews of public records, an environmental database search report, geology and hydrogeology, historical information, maps, and photographs.

1.1 SUMMARY

The Property is approximately 6.97 acres in size and has been developed into three legal parcels. The Apple Farm Inn parcel and the Apple Farm Court parcel are located at the eastern and central portions of the Property, respectively, and contain a combined total of approximately 2.96 acres of space. The Motel Inn parcel is located on the northeastern portion of the Property and contains approximately 4.01 acres of space.

The Apple Farm Inn was developed with one approximately 36,000 square-foot three-story hotel building constructed in 1987, one approximately 2,000 square-foot two-story restaurant/gift shop building constructed in 1950, one approximately 1,500 square-foot three-story mill house/gift shop building constructed in 1989, and one swimming pool constructed in 1988. The construction materials for the structures included wood framing, brick, rolled carpeting, hardwood floors, suspended acoustic ceiling tiles, resilient sheet flooring, adhered acoustic ceiling tiles, tar paper and composition roofing shingles, drywall, tape and joint compound. The hotel building is serviced by a hydraulic elevator.

The Apple Farm Court is located on the central portion of the Property and has been developed with one single-story motel/lobby/office building, one single-story motel building, one two-story motel building, and one single-story reception building. The structures were originally constructed in the 1950's and were renovated in 1988. The construction materials included wood framing, rolled carpeting, hardwood floors, suspended acoustic ceiling tiles, resilient sheet flooring, adhered acoustic ceiling tiles, tar paper and composition roofing shingles, drywall, tape and joint compound.

The Motel Inn is located on the northeastern portion of the Property and has been developed with one reception/lounge/kitchen/office building, one swimming pool, ten bungalow buildings, and one rectangular motel building. The buildings were constructed in 1925. The swimming pool was constructed in the 1940's. The construction materials included wood framing, stucco, hardware cloth, hardwood floors, adhered acoustic ceiling tiles, tar paper and Spanish tile roofing materials, drywall, tape and joint compound.

Two currently inactive groundwater supply wells were installed on the eastern portion of the Property in 1992 (refer to Figure 2 - Property Map).

From 1925 until 1999, the Motel Inn parcel was occupied by the Motel Inn. From approximately 1925 until the late 1940's, the Motel Inn parcel was also occupied by the Motel Service Station. From 1961 until 1970, the Motel Inn parcel was also occupied by KVEC Radio.

From 1950 until 1985, the Apple Farm Inn parcel and the Apple Farm Court parcel were occupied by the Ritz Motor Hotel. From 1960 until 1970, the Apple Farm Inn parcel and the Apple Farm Court parcel were occupied by Pappy's Pancake House. From 1971 until 1977, the Apple Farm Inn parcel was occupied by Sam's Restaurant. From 1978 until 1985, the Apple Farm Inn parcel was occupied by the Apple Farm Restaurant. From 1985 until 1999, the Apple Farm Inn parcel and the Apple Farm Court parcel were occupied by the Apple Farm Inn and Restaurant.

At the time of this report, the southwestern portion of the Property is used as a hotel/motel/restaurant/gift shop by Apple Farm Inn and Restaurant and the Apple Farm Court. The northeastern portion of the Property is currently occupied by an inactive motel.

The Apple Farm Inn recycles wash water discharged from two 50-pound washing machines located in the hotel building by pumping the water to two approximately 400-gallon wash water holding tanks located adjacent to the west of the restaurant building. The water is then chlorinated by a greywater recycling system and used for flushing toilets located in the restaurant building.

HAZARDOUS SUBSTANCES AND STORAGE TANKS

A gasoline service station was located on the Property and adjacent to the northeast of the Motel Inn from approximately 1925 until the late 1940's. Expansion of the Motel Inn in the late 1940's resulted in the demolition of the former service station building.

Two plastic gasoline containers were observed adjacent to the southeastern side of the Apple Farm Inn hotel building. The containers were in good condition and evidence of leaks was not observed; however, Ceres Associates observed improper storage of the containers which included the use of rags in lieu of caps or other sealing devices. The containers were not stored using a secondary containment system. According to Mark Davis, a secondary containment system has been ordered and the containers will be properly sealed.

The Apple Farm Inn hotel building is serviced by a hydraulic elevator. The elevator is operated using an approximately 20-gallon hydraulic oil storage tank (HOST). The HOST was in good condition and evidence of leaks was not observed. Floor drains were not located in the vicinity of the HOST.

One five-gallon container of powdered chlorine was stored adjacent to the swimming pool pump and filter equipment. The container was in good condition and evidence of leaks was not observed.

Common household cleaners were observed at the Property. The materials were stored on housekeeping carts. The containers were in good condition and evidence of leaks was not observed.

REGULATORY REVIEW AND PREVIOUS REPORTS

Ceres Associates contacted the San Luis Obispo County Environmental Health Department (EHD), and the San Luis Obispo Fire Department (SLOFD) regarding previous or current environmental concerns at the Property. Information regarding the former service station at the Property was not found in EHD or SLOFD files.

Ceres Associates reviewed a previous Phase I ESA prepared for 2015 Monterey Street by CERES Environmental, dated October 20, 1994. Recommendations included in the report were to prepare an Operation and Maintenance (O & M) Plan regarding asbestos containing materials within building materials at the Property. Ceres Associates did not find an O & M Plan prepared for the Property.

ASBESTOS

Suspect asbestos-containing materials (ACM) were noted during the Property survey. Based on the construction dates ranging from 1925 through 1989, there is a possibility that some of the construction materials in the building may contain asbestos fibers. The materials include adhered acoustic ceiling material, drywall, tape and joint compound, suspended acoustic ceiling material, and tar paper roofing material. The materials were in good condition and non-friable. The 1994 CERES Environmental Phase I ESA reported red-colored resilient sheet flooring with mastic and gold mosaic resilient sheet flooring with mastic as containing asbestos fibers. Ceres Associates the ACM in the Apple Farm Inn Restaurant.

SURROUNDING AREA SUMMARY AND CONCLUSIONS

The environmental database report prepared for this assessment lists 14 sites as having potential environmental concern to the Property within the search parameters designated by ASTM E1527. The sites listed include nine LUST sites, two CORTESE sites, and three UST/AST sites.

Sites listed on the environmental database report appear to have a low potential to have impacted the environmental quality of the Property.

1.2 DISCUSSION

During the 1920's until the late 1940's, a portion of the Property adjacent to the northwest of the Motel Inn was used by the Motel Service Station for automobile fueling and related activities. The service station building was demolished in the 1950's and an addition to the Motel Inn was erected on a portion of the former service station building's footprint. Ceres Associates did not observe visual evidence of past or present above- or underground storage tanks at the Property during the walking survey of the Property.

ACM was observed by Ceres Associates at the Property and ACM was reported in a 1994 Phase I ESA prepared by CERES Environmental for the Property. An O & M Plan was not found for the ACMs located at the Property.

Two groundwater supply wells are located at the northeastern portion of the Property. The wells were not secured by locking devices. Unsecured wells may present a potential pathway for groundwater contamination.

Wash water from washers at the Property is recycled for flushing restaurant toilets by pumping the water to two approximately 400-gallon wash water holding tanks. The wash water is then chlorinated prior to use.

1.3 RECOMMENDATIONS

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527 of 2015 -- 2223 Monterey Street, San Luis Obispo, San Luis Obispo County, California (APN 001-075-010), the Property. Any exceptions to, or deletions from, this practice are described in Section 1.4 of this report. This assessment has revealed no evidence of recognized environmental conditions in connection with the Property except for the following: (ASTM E1527, Section 11.6)

- Based on the use of a portion of the Property as a gasoline service station and the possibility that underground storage tanks may exist at/or adjacent to the location of the former service station, Ceres Associates recommends conducting a geophysical survey in the area of the former service station using ground penetrating radar (GPR) technologies to assess if subsurface fuel storage devices, previous excavations or fill materials exist. If the assessment indicates that a tank is present, then further investigations, including possible soil and groundwater testing, may be warranted.
- Based on the presence of ACM in the construction materials of the buildings, Ceres Associates recommends preparation of an Operations and Maintenance (O & M) Plan for maintaining ACM located at the Property.
- Ceres Associates recommends properly securing the two wellheads observed at the Property to prevent unauthorized introduction of substances or materials into the well, or properly abandon and remove the wellheads in accordance with local, state, and federal regulations.
- Prior to renovation or demolition, sampling should be conducted to assess if asbestos is contained in the construction materials of the building. The California Health and Safety Code requires owners of structures with ACM to notify tenants and employees that the building has ACM.

1.4 DEVIATIONS FROM ASTM E1527 GUIDELINES

- Because of the limited availability of historical sources, the Property history could not be documented to a time prior to development. Based on our historical research in the area of the Property, it is likely that prior to development, the Property was undeveloped.

The summary, conclusions, and recommendations are subject to the limitations provided in section 5.0 of this report.



2.0 PROPERTY AND SURROUNDING AREA DESCRIPTIONS

2.1 PROPERTY DESCRIPTION

A walking survey of the Property was made on October 18, 1999, by R. Scott Wood of Ceres Associates, accompanied by Mark Davis, former General Manager, Apple Farm Inn. The Property was observed for evidence of hazardous substances that may have an effect on the environmental quality of the Property. Ceres Associates observed the Property for evidence of aboveground and underground storage tanks, surface staining, hazardous materials, and other indications of environmental concern. If conditions were observed that indicated potential environmental concerns, Ceres Associates marked their relative locations on a map drawn in the field (refer to Figure 2 - Property Map).

The Property is located at 2015 - 2223 Monterey Street, San Luis Obispo, San Luis Obispo County, California, and is legally described by its Assessor's Parcel Numbers 001-075-010 (Apple Farm Inn and Apple Farm Court), 001-081-011, and 001-081-012 (Motel Inn). The Apple Farm Inn and Apple Farm Court portions of the Property contain approximately 2.96 acres of space. The Motel Inn portion of the Property contains approximately 4.01 acres of space.

The Apple Farm Inn is located on the southwestern portion of the Property and has been developed with one 69-room three-story hotel building containing approximately 36,000 square-feet of space, one restaurant/gift shop two-story building containing approximately 2,000 square feet of space, one three-story mill house/gift shop building containing approximately 1,500 square feet of space, and one swimming pool. The hotel building was constructed in 1987, the restaurant building was constructed in 1950, and the mill house building was constructed in 1989. The construction materials included wood framing, brick, rolled carpeting, hardwood floors, suspended acoustic ceiling tiles, resilient sheet flooring, adhered acoustic ceiling tiles, tar paper and composition roofing shingles, drywall, tape and joint compound. The hotel building is serviced by a hydraulic elevator.

The Apple Farm Court is located on the central portion of the Property and has been developed with one single-story motel/lobby/office building, one single-story motel building, one two-story motel building, and one single-story reception building. The structures were constructed in the 1950's and were renovated in 1988. The construction materials included wood framing, rolled carpeting, hardwood floors, suspended acoustic ceiling tiles, resilient sheet flooring, adhered acoustic ceiling tiles, tar paper and composition roofing shingles, drywall, tape and joint compound.

The Motel Inn is located on the northeastern portion of the Property and has been developed with one reception/lounge/kitchen/office building, one swimming pool, ten bungalow buildings, and one rectangular motel building. The buildings were constructed in 1925. The swimming pool was constructed in the 1940's. The construction materials included wood framing, stucco, hardware cloth, hardwood floors, adhered acoustic ceiling tiles, tar paper and Spanish tile roofing materials, drywall, tape and joint compound.

Two groundwater supply wells were installed on the eastern portion of the Property in 1992. According to Mark Davis, groundwater was encountered at approximately 15 feet below ground surface (bgs). Mr. Davis stated that the wells are not in use and were developed during a drought period as a supplementary water source. The well heads were capped with approximately six-inch PVC casings; however the caps were not secured by locking devices.

The areas of the Property not developed with buildings are paved with asphalt, except for the northeastern portion which is covered with soil, sand and gravel. Landscaping located throughout the Property includes trees, bushes, and grass (refer to Photographs 1 - 4, located in the Appendix - Property Photographs).

The southwestern portion of the Property is currently in use as a hotel/motel/restaurant/gift shop by Apple Farm Inn. The northeastern portion of the Property is currently occupied by an unused motel.

The Apple Farm Inn recycles wash water discharged from two 50-pound washing machines located in the hotel building by pumping the water to two approximately 400-gallon wash water holding tanks located adjacent to the west of the restaurant building. The water then is chlorinated by a greywater recycling system and used for flushing toilets located in the restaurant building.

HAZARDOUS MATERIALS AND STORAGE TANKS

According to Mark Davis, review of a historic photograph, and review of Polk's Business Directories, a former gasoline service station was located adjacent to the main building of the Motel Inn. Expansion of the building in the late 1940's appears to be located in the vicinity of the former service station.

One five-gallon and one three-gallon plastic gasoline containers were observed adjacent to the southeastern side of the Apple Farm Inn hotel building. The containers were in good condition and evidence of leaks was not observed; however, Ceres Associates observed improper storage of the containers which included the use of rags in lieu of caps or other sealing devices. The containers were not stored using a secondary containment system. According to Mark Davis, a secondary containment system has been ordered and the containers will be properly sealed.

The Apple Farm Inn hotel building is serviced by a hydraulic elevator. The elevator is operated using an approximately 20-gallon hydraulic oil storage tank (HOST). The HOST was in good condition and evidence of leaks was not observed. Floor drains were not observed in the vicinity of the HOST.

One five-gallon container of powdered chlorine was stored adjacent to the swimming pool pump and filter equipment. The container was in good condition and evidence of leaks was not observed.

Common household cleaners were observed at the Property. The materials were stored on housekeeping carts. The containers were in good condition and evidence of leaks was not observed.

HEATING AND COOLING

The source of heating and cooling energy is from natural gas and electricity piped to the Property from Pacific Gas and Electric (P.G.&E).

POTABLE WATER

Potable water is provided to the Property by the City of San Luis Obispo.

POLYCHLORINATED BIPHENYLS (PCBs)

One pad-mounted and two pole-mounted transformers are present on the Property. The transformers are owned by Pacific Gas and Electric Company (PG & E). PG & E has informed Ceres Associates that PCBs were removed from transformers during the late 1970's and 1980's. Leaks or stains were not observed on or around the transformers.

ASBESTOS

According to a Phase I ESA conducted by CERES Environmental for the Apple Farm, dated October 20, 1994, two samples of resilient sheet flooring were reported to contain asbestos fibers. The material sampled was reported to be non-friable and in good condition. Ceres Associates observed the materials in the Apple Farm Restaurant.

Suspected asbestos-containing materials (ACM) noted during the Property survey included adhered acoustic ceiling material, drywall, tape and joint compound, suspended acoustic ceiling material, and tar paper roofing material. Based on the construction date of the Motel Inn in 1925, the Apple Farm Inn Restaurant in 1950, there is a possibility that some of the construction materials in the building may contain asbestos fibers. The materials were in good condition, non-friable, and did not appear to present a human health risk at the time of this assessment.

ENVIRONMENTAL LIENS

Environmental liens were not found for the Property.

2.2 SURROUNDING AREA DESCRIPTION

The Property is bound to the northwest by Monterey Street, to the north by U.S. Highway 101, and to the south by San Luis Obispo Creek. La Cuesta Inn is located adjacent to the north of the Property, across Monterey Street. Peach Tree Inn is located adjacent to the southwest of the Property. Residential structures are located adjacent to the south of the Property, across San Luis Obispo Creek. A Chevron gasoline service station reported on the leaking underground storage tank (LUST) list and is located in a cross-gradient groundwater flow direction approximately 200 feet west of the Property. Hazardous materials were not observed on adjacent sites.

3.0 INTERVIEWS, RECORDS, AND HISTORICAL REVIEW

3.1 INTERVIEWS AND REGULATORY CONTACTS

- Ceres Associates interviewed Mark Davis, former General Manager, Apple Farm Inn, for information regarding past uses of the Property and the use, storage, or disposal of hazardous materials on the Property. According to Mr. Davis, a gasoline service station was located on the Property adjacent to the east of Motel Inn from approximately 1925 until the 1950's. Mr. Davis stated that the Apple Tree Court buildings were renovated with new building materials in 1988.
- Ceres Associates contacted the City of San Luis Obispo Fire Department (SLOFD), Lead UST/Hazardous Materials Agency, with a request to review files for the Property. According to Spencer Meyer, information was not found regarding the Property addresses.
- Ceres Associates contacted the City of San Luis Obispo Building Department (SLOBD) with a request to review files for the Property. According to the agency, information for the Property address included building permits for construction of a restaurant in 1960, and building permits for additions and alterations to existing buildings dated between 1962 and 1997 (refer to Appendix B - Regulatory Documents and Other Reports).
- Ceres Associates contacted the San Luis Obispo County Environmental Health Department (EHD), with a request to review files for the Property. According to John Schultz, SLOFD is the lead UST/hazardous materials agency for the Property.

3.2 CHRONOLOGY OF PROPERTY USE

The following historical Property use summary was compiled using the historical data gathered during the various activities of this assessment as referenced in Section 3.4.

- 1925 Based on a personal interview with Mark Davis, former General Manager, Apple Farm Inn and Restaurant, the Motel Inn was constructed in 1925.
- 1933-
1934 According to an *A to Z Directory Publication* business directory, the Property addresses were not listed.
- 1938 According to a *California Directories* business directory, Motel Inn was located at 2125 Monterey Street, and Motel Service Station was located at 2145 Monterey Street. Other Property addresses were not listed.

- 1942 According to a *Pacific Directory Company* business directory, Motel Inn was located at 2125 Monterey Street. Other Property addresses were not listed.
- 1946-1947 According to a *Polk's Business Directory*, Motel Inn was located at 2111 and 2125 Monterey Street. Other Property addresses were not listed.
- 1950 According to a *Polk's Business Directory*, Ritz Motel was listed at 2121 Monterey Street, Motel Inn was located at 2125 Monterey Street, and Tesseyman's Motel Inn was located at 2145 Monterey Street. Other Property addresses were not listed.
- 1953 According to a *Polk's Business Directory*, Ritz Motel was listed at 2121 Monterey Street, and Motel Inn was listed at 2223 Monterey Street. Other Property addresses were not listed.
- 1957 According to a *Polk's Business Directory*, Ritz Motor Hotel was listed at 2121 Monterey Street, and KVEC Radio and Motel Inn were located at 2223 Monterey Street. Other Property addresses were not listed.
- 1960 A building permit was issued by SLOBD to Lloyd R. McKean for construction of a new Ritz Motel Pancake House. The permit listed the building as containing approximately 3,690 square feet constructed on a slab foundation with a stucco exterior and built-up roof.
- 1961 According to a *Polk's Business Directory*, Pappy's Pancake House was located at 2015 Monterey Street, Ritz Motor Hotel was listed at 2121 Monterey Street, and KVEC Radio and Motel Inn were located at 2223 Monterey Street. Other Property addresses were not listed.
- 1964 According to a *Polk's Business Directory*, Pappy's Pancake House was located at 2015 Monterey Street, Ritz Motor Hotel was listed at 2121 Monterey Street, and KVEC Radio and Motel Inn were located at 2223 Monterey Street. Other Property addresses were not listed.
- 1966 Based on a review of stereoscopic aerial photographs, the northwestern portion of the Property was developed with a restaurant building, and two motel structures were developed to the northeast and southeast of the restaurant building. Three motel structures were developed on the central portion of the Property. A motel, several bungalows, and a swimming pool were developed at the eastern-central portion of the Property. The eastern portion of the Property was undeveloped. The Property was bound to the north by Monterey Street. U.S. Highway 101 was developed to the north of the eastern portion of the Property. San Luis Obispo Creek was located adjacent to the east and south of the Property. Motel structures were developed adjacent to the north and west of the Property. Residential structures were developed adjacent to the south

and east of the Property, across San Luis Obispo Creek.

- 1967 According to a *Polk's Business Directory*, Pappy's Pancake House was located at 2015 Monterey Street, Ritz Motor Hotel was listed at 2121 Monterey Street, and KVEC Radio and Motel Inn were located at 2223 Monterey Street. Other Property addresses were not listed.
- 1971 According to a *Polk's Business Directory*, Pappy's Pancake House was located at 2015 Monterey Street, Ritz Motor Hotel was listed at 2121 Monterey Street, and KVEC Radio and Motel Inn were located at 2223 Monterey Street. Other Property addresses were not listed.
- 1972 Based on a review of stereoscopic aerial photographs, the Property and surrounding area were developed as in the 1966 aerial photographs.
- 1974 According to a *Polk's Business Directory*, Pappy's Pancake House was located at 2015 Monterey Street, Ritz Motor Hotel was listed at 2121 Monterey Street, and Motel Inn were located at 2223 Monterey Street. Other Property addresses were not listed.
- 1979 A building permit was issued by SLOBD to Apple Farm Restaurant for installation of an approximately 800 square-foot storage refrigerator.
- 1980 According to a *Polk's Business Directory*, Ritz Motor Hotel was listed at 2121 Monterey Street, and Motel Inn were located at 2223 Monterey Street. Other Property addresses were not listed.
- 1982 A building permit was issued by SLOBD to Richard D. Beller for an approximately 2,395 square-foot addition to the Apple Farm Restaurant. The Property owner was listed as Murphy & Willett Investments, Inc.
- 1984-
1985 According to a *Polk's Business Directory*, Apple Farm Inn and Restaurant was located at 2015 Monterey Street, Franciscan Motel and Ritz Motor Hotel were listed at 2121 Monterey Street, and Motel Inn were located at 2223 Monterey Street. Other Property addresses were not listed.
- 1985 Based on a review of stereoscopic aerial photographs, the northwestern portion of the Property was developed with a restaurant building. The locations adjacent to the northeast and southeast of the restaurant building were graded of previous motel structures. Three motel structures were developed on the central portion of the Property. A motel, several bungalows, and a swimming pool were developed at the eastern-central portion of the Property. The eastern portion of the Property was undeveloped. The Property was bound to the north by Monterey Street. U.S. Highway 101 was developed to the north of the eastern portion of the Property. San Luis Obispo Creek was located

adjacent to the east and south of the Property. Motel structures were developed adjacent to the north and west of the Property. Residential structures were developed adjacent to the south and east of the Property, across San Luis Obispo Creek.

A building permit was issued by SLOBD to J.B.'s Restaurants for dining room additions.

- 1986 Building permits were issued by SLOBD to Bunnell Construction, Inc. to add four two-story motel units to the Property, retail additions to a restaurant/store, demolition of two motel building, parking lot grading, and construction of an approximately 144 foot long retaining wall. The Property owner was listed as J.B.'s Restaurants.
- 1989 According to a *Polk's Business Directory*, Apple Farm Inn and Restaurant was located at 2015 Monterey Street, 2121 Monterey Street was listed as "Under Construction," and Motel Inn were located at 2223 Monterey Street. Other Property addresses were not listed.
- 1991 A building permit was issued by SLOBD to Robert and Kathleen Davis for installation of a laundry water recovery system for a motel.
- 1992 Based on a review of stereoscopic aerial photographs, the northwestern portion of the Property was developed with a restaurant building. One hotel structure, one swimming pool, and one mill house were developed at the southwestern and south-central portions of the Property. Three motel buildings were developed on the central portion of the Property. One motel structure, several bungalows, and a swimming pool were developed at the eastern-central portion of the Property. The eastern portion of the Property was undeveloped. The Property was bound to the north by Monterey Street. U.S. Highway 101 was developed to the north of the eastern portion of the Property. San Luis Obispo Creek was located adjacent to the east and south of the Property. Motel structures were developed adjacent to the north and west of the Property. Residential structures were developed adjacent to the south and east of the Property, across San Luis Obispo Creek.
- 1993 A building permit was issued by SLOBD to Peter Keith Construction for replacement of a structurally damaged carport beam. The Property was identified as the Apple Farm Restaurant and the owners were listed as Robert and Kathleen Davis.
- According to a *Polk's Business Directory*, Apple Farm Inn and Restaurant was located at 2015 and 2121 Monterey Street, and 2223 Monterey Street was listed as "Vacant." Other Property addresses were not listed.
- 1997 A building permit was issued by SLOBD to AF Partners to remodel and repair the Apple Farm Gift Shop kitchen.
- According to a *Polk's Business Directory*, Apple Farm Inn and Restaurant was located at 2015 and 2121 Monterey Street, and Motel Inn was located at 2223 Monterey Street. Other Property addresses were not listed.



1999 According to a *Polk's Business Directory*, Apple Farm Inn and Restaurant was located at 2015 Monterey Street, and Motel Inn was located at 2223 Monterey Street. Other Property addresses were not listed.

3.3 ENVIRONMENTAL DATABASE REPORT

Vista Information Solutions, Inc., provided a list of sites within designated distances of the Property that are listed by regulatory agencies. Vista has also provided a map of these sites, which can be found in Appendix C - Environmental Database Report.

The environmental database report lists 14 sites as having potential environmental concern to the Property. One LUST site, and one UST/AST site are reported within one-eighth of a mile of the Property. Two UST/AST sites are reported within one-eighth to one-quarter of a mile of the Property. Eight LUST sites, and two CORTESE sites are reported within one-quarter to one-half of a mile of the Property. NPL, CORRACTS, and SPL sites are not listed within one mile of the Property. RCRA sites are not listed adjacent to the Property.

The following site is within 1/8 mile of the Property:

- 1 Chevron Station #9-2265 was observed by Ceres Associates personnel as being located approximately 200 feet west of the Property at 2000 Monterey Street. The site is reported on the State UST list as having one approximately 1,000-gallon oil underground storage tank (UST), and two approximately 10,000-gallon unleaded gas USTs. The site is reported on the State LUST list as having a leaking underground storage tank. The substances reported are TPH (total petroleum hydrocarbons), and BETX (benzene, ethylene, toluene, xylene), the remediation status is reported as "further site assessment underway," and the media affected is reported as "other ground water." This site appears to be located in a cross-gradient groundwater flow direction from the Property.

Sites listed on the environmental database report appear to have a low potential to have impacted the environmental quality of the Property.

3.4 SOURCES OF DATA

Ceres Associates contacted regulatory agencies and other potentially knowledgeable persons and information sources concerning the Property. Copies of maps, permits, and other documents, if available, are in Appendix B - Regulatory Documents and Other Reports.

The following are the information sources contacted by Ceres Associates for this report:

Information Sources

- City of San Luis Obispo Department of Building Inspection, October 18, 1999, counter staff
- City of San Luis Obispo Fire Department, October 13, 1999, Spencer Meyer

- San Luis Obispo County, Environmental Health Department, October 13, 1999, John Schultz
- VISTA Information Solutions, San Diego, California, Environmental Database Report
- United States Geological Survey (USGS) *7.5-minute topographic series, San Luis Obispo, California Quadrangle*, 1965, revised 1994
- U.S.D.A. Soil Conservation Service, *Soil Survey of San Luis Obispo County, California, Coastal Part*, 1984
- CERES Environmental, *Phase I Environmental Site Assessment, 2015 Monterey Street, San Luis Obispo, California*, October 20, 1994
- Sanborn Fire Insurance Maps, dated 1926 and 1950 – The Property was east of the mapped area.
- A to Z Directory Publication Business Directories, dated 1933
- California Directories, dated 1938
- Polk City Directories, dated 1946-47, 1950, 1953, 1957, 1961, 1964, 1967, 1970, 1974, 1976, 1980, 1984-85, 1989, 1993, 1997, and 1999

Aerial Photographs

Four sets of stereoscopic historical aerial photographs were reviewed by Ceres Associates using an Abrams Instrument Corporation stereoscope, model CB-1, with a built-in 2 power magnifier, and 4 power binoculars. During review, Ceres Associates looked for evidence of hazardous materials and features that might affect the environmental quality of the Property.

SOURCE:	DATE	SCALE	MEDIUM
United States Department of Agriculture	June 26, 1966	1:20,000	Stereoscopic Aerial Photographs
United States Department of Agriculture	October 30, 1972	1:5,760	Stereoscopic Aerial Photographs
WAC	October 3, 1985	1:31,680	Stereoscopic Aerial Photographs
WAC	November 12, 1992	1:31,680	Stereoscopic Aerial Photographs

User Supplied Data

- ▶ Mark Davis provided a Phase I ESA prepared for Apple Farm located at 2015 Monterey Street, San Luis Obispo, California, dated October 20, 1999. Mr. Davis provided a copy of a historic photograph (c. 1940) of the Motel Inn portion of the Property, facing northeast.

4.0 PHYSICAL SETTING

4.1 SURFACE DESCRIPTION

- Direction of Slope:* South-southwest (USGS, San Luis Obispo, California Quadrangle topographic map)
- Degree of Slope:* The Property terrain varies between being relatively level to a slope of approximately 18 degrees.
- Nearest Surface Water:* San Luis Obispo Creek is located adjacent to the east and south of the Property.
- Area Topography:* The Property is located in the northwest quarter of the southwest quarter of the northwest quarter of Section 25, Township 30 South, Range 12 East, Mount Diablo baseline and meridian. The elevation of the Property ranges from approximately 320 feet above mean sea level (amsl) at the northwestern portion of the Property to approximately 300 feet amsl at the southeastern portion of the Property.

4.2 SOIL AND GROUNDWATER

- Soil Description:* The soil underlain the Property is described as Concepcion loam, a very deep, moderately well drained soil on marine terraces formed in old alluvium weathered from sedimentary rocks. Permeability is very slow, the available water capacity is moderate or high, surface runoff is medium, and the hazard of water erosion is moderate.
- Groundwater Depth:* Mark Davis reported that groundwater was encountered at approximately 15 feet bgs during installation of groundwater supply wells in 1992.
- Groundwater Flow Direction:* The groundwater flow direction at the Property is anticipated to the south-southwest.
(Source: CERES Environmental, 1994)
- First Aquifer Use:* Unknown

5.0 LIMITATIONS

This assessment is not intended to be all inclusive, identify all potential concerns, or eliminate the possibility of the Property having environmental impairments. It is possible that variations in soil or groundwater conditions, or unpermitted, undocumented or concealed improvements or alterations to the Property could exist beyond what was found during this ESA. Changes in observed conditions could also occur in the future due to variations in environmental and physical conditions.

Geologic and hydrogeologic data provided in this report are for drawing conclusions, by Ceres Associates, within the context and timing of this report only. This information is preliminary and should not be used for any subsequent purposes.

In today's technology, no amount of assessment can certify that the Property is completely free of hazardous substances. Ceres Associates cannot offer a certification of a "clean" property.

Much of the information on which the conclusions and recommendations of this ESA are based, comes from data provided by others. Ceres Associates is not responsible for the accuracy or completeness of this information. Inaccurate data, or information that was not found or made available to Ceres Associates, may result in a modification of our conclusions and recommendations.

Any estimates of the scope of recommended additional work are based only on the information gathered for this ESA. Associated costs represent a rough estimate, not a proposal, and should only be used for preliminary planning. Actual cost and scope may vary upon refining during proposal preparation, and with changes in economic conditions, or as additional information becomes available.

REPORT USE

This report was prepared for the sole use and benefit of MRD Enterprises, Inc. and the prospective buyer of the Property within the limitations listed above and the guidelines of ASTM E1527. This report is not a legal opinion and does not offer warranties or guarantees.



MAR 16 2001

DONALD O. ASQUITH, PhD
Consultant in Environmental Noise
362 Travis Drive
Los Osos, California 93402
805/528-2187

March 14, 2001

King Ventures
290 Pismo St.
San Luis Obispo, CA 93401

ATTN: Mr. David Watson, AICP

SUBJECT: Noise Investigation for the Apple Farm/Motel Inn, San Luis Obispo, California

Dear Mr. Watson:

At your request, we have conducted an investigation of noise levels expected to be generated at the proposed project by traffic on Highway 101. Terminology used in this report and the capabilities of the instrumentation are discussed in Attachment A.

1. Existing Conditions

The project site is located at the northeasterly edge of the City of San Luis Obispo on a relatively flat area between San Luis Obispo Creek on the southeast and Highway 101 on the northwest. The dominant source of noise is Highway 101 which has traffic in the range of about 35,000 trips per day. Highway 101 is a divided freeway with two 12-foot travel lanes in each direction, 8-foot paved shoulders, and on- and off-ramps. The total width is about 100 feet not counting ramps. The travel lanes are elevated above the useful portions of the project site by approximately 5 feet at the westerly end at the northbound on-ramp from Monterey Street, increasing to about 15 feet at the easterly site boundary. This vertical separation significantly reduces the noise from traffic at the site.

The westerly half of the project site is the location of what was previously the first motel in the United States, and many of the buildings are still there, if in some disrepair. The easterly half is largely paved in asphalt, and is little used.

2. Noise Impacts on the Project

a. Project Characteristics

The proposed project involves a substantial expansion of the old motel with major replacement of structures and up to 3-stories in height. Therefore, while the site at ground level is significantly protected from freeway noise because of its lower level, the 2nd and 3rd levels of the proposed structures will be more directly exposed to freeway noise.

b. Measured Noise Levels and Adjustments for Traffic Conditions

Noise levels were measured at the site on December 26, 2000 and January 15, 2001. The locations of noise measurements are shown on Map 1, and adjustments of these measurements to various levels of traffic are summarized in Table 1 below. The procedure used in this analysis is to make a continuous measurement for a fixed period, usually 5 minutes, and count the traffic during the period of the measurement. With this data, the measured noise levels can be adjusted to any particular condition for which the traffic is defined. The conditions most often referenced are "existing" and "future" peak-hour traffic. "Existing" was the peak-hour traffic volume at the time of preparation of the Noise Element (about 1990), and "future" was the peak-hour traffic volume for the year 2010 as projected at that time.

The maximum and minimum 1-second noise levels are recorded by the meter and are included in the table for informational purposes. Only the average levels (Leq) are used in the analysis of impacts of transportation noise.

Table 1
SUMMARY OF MEASURED AND ADJUSTED NOISE LEVELS

Location	Period of ¹ Measurement	Noise Levels (dBA)			Traffic Volume		Adjusted Noise Levels	
		Leq	Max	Min	Number ²	Veh/Hr	"Existing" (dBA) ³	"Future" (dBA) ⁴
1	3.45 min	66.8	78.3	57.5	100	3,478	66.6	69.9
2	3.80 min	68.8	80.1	57.4	100	3,158	69.2	72.5
3	3.22 min	70.2	80.1	59.7	100	3,727	69.7	73.0
4	12:54-12:59 pm	56.6	62.1	50.9	126	3,024	57.0	60.3
5	1:02-1:07 pm	57.0	65.1	48.1	nc	---	57.4	60.7
6	1:12-1:17 pm	66.9	73.8	56.0	108	2,592	67.9	71.2
7	1:22-1:27 pm	70.5	75.7	59.1	113	2,712	71.4	74.7
7	1:28-1:33 pm	70.9	78.3	58.1	133	3,192	71.0	74.3
8	2:00-2:05 pm	66.2	77.6	56.6	121	2,904	66.8	70.1
9	2:08-2:13 pm	80.4	94.2	63.1	134	3,216	80.5	83.8
10	2:17-2:22 pm	65.3	78.0	56.3	nc	---	65.6	68.9
11	2:24-2:29 pm	64.7	70.6	59.3	nc	---	65.0	68.3
12	2:30-2:35 pm	63.2	70.6	53.8	nc	---	63.5	66.8
13	2:36-2:41 pm	63.8	71.6	53.9	nc	---	64.1	67.4
14	2:43-2:48 pm	62.9	70.1	57.7	nc	---	63.2	66.5

1. Measurements at locations 1-3 were for the period in which 100 vehicles on Highway 101 passed the location.
2. Vehicles were not counted for reasons as described in text.
3. The "existing" traffic volume is defined in Appendix A of the Technical Reference Document of the Noise Element (Segment 71) as an ADT of 33,000. The "existing" noise level is for peak-hour traffic of 3,300 vph which equates to Ldn.
4. The "future" traffic volume is defined in Appendix A of the Technical Reference Document of the Noise Element (Segment 72) as an ADT of 69,900. The "future" noise level is for peak-hour traffic of 6,990 vph (3.3 dB above "existing") which equates to Ldn.

Several of the measurements were made to test specific conditions rather than the noise at a specific location on the site. These measurements and the results of the tests are as follows:

Measurements 1, 2 and 3 were paired with measurements at points inside the existing structure to test noise reductions through the large, fixed-pane windows. The noise drop from Location 1 into the lobby was 25.6 dBA, that from Location 2 into the bar was 27.3 dBA, and that from Location 3 into the easterly end of the structure was 18.8 dBA.

Measurement 4 was located behind the existing structure previously used as a lobby and bar to test the barrier capability of this structure. Based on measurements, adjusted to “existing” traffic, of about 69.2 dBA at the front of the structure, 67.9 dBA on top of this structure, and 57.0 behind the structure, the barrier effect is estimated at approximately 9-10 dBA.

Measurement 6 was located on top of (5 feet above) the flat-roofed portion of the existing structure at an elevation approximately equivalent to persons located on a second story of a future structure at this location and about flat with respect to the adjacent portion of Highway 101. The measured noise level, adjusted to “existing” peak-hour traffic volume was 67.9 dBA at a distance of approximately 150 feet from the center of the divider of Highway 101.

Measurement 7 was located on top of (5 feet above) the westerly peak of the existing structure at an elevation approximately equivalent to persons located on a third story of a future structure at this location and about one story above the adjacent portion of Highway 101. The average of the two measured noise levels, adjusted to “existing” peak-hour traffic volume was 71.2 dBA at a distance of approximately 170 feet from the center of the divider of Highway 101.

Measurements 8 and 9 were located at the bottom and top of the embankment along the northerly boundary of the site. Making allowance for the lateral distance between the two locations, the barrier effect of the embankment, which is 10 feet at this location, is 10-11 dBA.

c. Design Traffic Volume and Future Noise Levels

Traffic volumes to be used in the determination of “existing” and “future” noise levels are specified in Appendix A of the Technical Reference Document of the Noise Element, Segments 259-260, which indicate an “existing” ADT of 33,000 and the future ADT of 69,900 for the adjacent section of Highway 101. Assuming the usual relationship that the peak-hour volume is 10% of the ADT, then the “existing” and “future” peak-hour volumes would be 3,300 and 6,990 vehicles per hour, respectively. The individual measurements are corrected to the “existing” peak-hour traffic condition based on the traffic counted during the measurement, and “existing” was corrected to “future” by adding 3.3 dB.

Ground Level: “Future” noise levels that are projected to be experienced by persons at ground level at the site are shown on Map 1. Noise on the easterly half of the site would be substantially reduced by the effects of the site being lower than Highway 101. “Future” noise in this area is projected to be relatively constant in the range of 66-68 dBA. However, this area is proposed to be used for parking, and noise is not an issue.

“Future” noise on the westerly half of the site is projected to be in the range of 70-73 dBA along the front of the existing structure closest to Highway 101, and at or just above 60 dBA in the outside area to the south of this structure.

Second-Story Level: “Future” noise levels that are projected to be experienced by persons at the 2nd-story level of structures proposed at the site are shown on Map 2. This map has been constructed by maintaining the 85 dBA at the same location as on Map 1 (10 feet off the edge of

pavement of the near travel lane), and attenuating the noise level away from the freeway at a rate that fits the adjusted “future” noise level measured on the roof of the existing structure above the bar. Since the freeway level is a few feet higher with respect to the proposed structures at the easterly end of the site, noise levels are reduced slightly in that area.

Third-Story Level: “Future” noise levels that are projected to be experienced by persons at the 3rd-story level of structures proposed at the site are shown on Map 3. This map has been constructed in the same way as Map 2 except that the rate of attenuation is based on the measurements at location 7 at the top of the westerly end of the existing structure.

3. Mitigation Measures

a. Exterior Areas

The Noise Element requires that proposed development be designed such that “existing” and “future” noise levels not exceed 60 dBA (Ldn) in outdoor activity areas. Outdoor activity areas identified in the design of the Motel Inn expansion are as follows:

1. The proposed patio area behind the existing structure (Location #4) is projected to be 60 dBA or slightly above (Map 1) with the roof line in its present configuration. This noise level is “on the line”, and even a small increase in the height of the roof will lower the noise levels to below the 60 dBA standard.

2. The proposed pool area on the ground level near the center of the site (west of Location 11) is projected to have free field “future” noise levels of 67-68 dBA (Map 1). This area will be protected by 2 to 3-story structures on the north, south and west, and an 8-foot wall covering most of the opening to the east. This combination, and the guest rooms to the east, should lower the noise levels in the pool area by about 10 dB to below 60 dBA.

3. The proposed roof garden on the second story of the guest rooms on the east side of the site is projected to have a free field “future” noise level of about 70 dBA (Map 2). However, this area will be surrounded on the north, east and west by continuous structure 2 stories high, and on part of the south by structure 1-story high. This combination should provide 12-15 dB of noise reduction which would reduce noise levels in this area to below the 60 dBA standard.

4. The proposed roof garden on the second story of the spa building on the west side of the site is projected to have a free field “future” noise level of about 63 dBA (Map 2). However, this area will be surrounded on the north and south by structures 1 story high, on the west by a wall between these structures, and on the east by a non-connected structure. This combination should provide about 10 dB of noise reduction which would reduce noise levels in this area to below the 60 dBA standard.

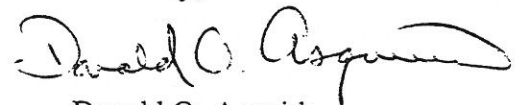
b. Interior Spaces

The Noise Element requires that proposed development be designed such that “existing” and “future” noise levels not exceed 45 dBA (Ldn) in interior spaces. This objective can probably be met using normal construction techniques in most of the expansion. However, “future” exterior noise levels are projected to reach approximately 79 dBA on the upper level of the easterly structure, and special treatment may be required in the construction of some parts of the more exposed elements of the expansion to reduce interior noise levels to below the maximum 45 dBA of the applicable standard.

"Future" exterior noise levels for the three levels of proposed structures are shown on Maps 1, 2 and 3. These levels apply to exterior walls facing Highway 101. Exterior walls oriented at right angles to the highway will experience only half the contoured noise level (down 3 dB) once the structure has been built, and exterior walls facing away from the highway will be reduced by about 10 dB. These relationships can be applied to determine the noise level at the exterior wall of any particular section of the motel expansion. The "future" interior noise levels will depend on the design of the facility, and estimation of the interior levels is an architectural determination.

Should you have any questions on these mitigation measures, please call me at 805/528-2187.

Sincerely,



Donald O. Asquith

ATTACHMENT A

INSTRUMENTATION AND TERMINOLOGY FOR
NOISE INVESTIGATIONSINSTRUMENTATION

The subject noise investigation has been conducted using a Bruel and Kjaer (B & K) Model 2230 precision integrating sound level meter calibrated externally at the beginning and end of each period of measurement using a B & K Model 4230 acoustic calibrator. In combination, these instruments yield sound level measurements accurate to within 0.1 decibel (dB). The Model 2230 fulfills standards of relevant sections of IEC (International Electrotechnical Commission) 651 and ANSI (American National Standard) S1.4.1971 for Type 1 (precision) integrating sound level meters.

The microprocessor of the Model 2230 computes and stores/displays the following measurements:

The sound pressure level (SPL) is updated once each second on the digital display at a resolution of 0.1 dB, and 64 times per second on the analog display at a resolution of 2 dB. The mechanism of averaging levels during the display interval may be "fast" or "slow". The setting is normally "fast", as this is required for Leq and SEL discussed below.

The sound equivalent level (Leq) is the average sound pressure level for the period of measurement based on equal energy. The meter internally computes a new Leq from the SPL (RMS) and updates the digital display once each second. The measurement period is limited only by battery life which is approximately 8 hours. This parameter is used primarily to describe environmental noise.

The sound exposure level (SEL) is the constant level which if maintained for one second would have the same acoustic energy as the total noise for the period of measurement. This parameter is used primarily in determining the noise exposure in unusually noisy working environments or for measuring specific events such as an individual aircraft flyover or a train passage.

The maximum (Max.) and minimum (Min.) sound pressure levels during the period of measurement are updated once each second from the RMS average sound pressure level. For periods of measurement in the range of 1 to 10 minutes, these values are reasonable approximations of the sound pressure level exceeded 1% of the time and 99% of the time, respectively.

All of the above can be measured using frequency weightings of the "A" or "C" scales in accordance with IEC 651, or a "linear" (20 Hz to 20 kHz) or "all pass" (10 Hz to 50 kHz) filter settings. The "A" scale is weighted to most closely approximate the response of an average human ear, and is the setting most used in conducting measurements of environmental noise.

TERMINOLOGY

Noise, as used herein, is defined as unwanted sound. However, because the instruments that detect the small changes in atmospheric pressure that are perceived as sound cannot distinguish between that which is wanted (e.g., birds singing, waves on a beach, etc.) and that which is not (e.g., traffic noise), measurements of "noise" are more accurately described as measurements of sound pressure.

Changes in sound pressure normally experienced in the human environment extend across a very large range. The sound pressures in an average room are in the range 1,000 times the sound pressure at the threshold of hearing, and the sound pressure of a large truck is about 100,000 times that threshold. Because of this large range, it is convenient to describe sound in terms of its energy level with respect to that of the threshold of hearing. This method of description is called the decibel scale (dB). In mathematical terms, the sound pressure level, $SPL = 10 \text{ Log } (p/p_0)^2 \text{ dB}$, where p_0 is the sound pressure at the threshold of hearing (20 microPascals). In practical terms, it is adequate to note that the decibel scale is logarithmic (like the Richter scale for earthquakes), that it conveniently compresses the numbers involved from a range of 20-200,000,000 to a range of 0-130, and that it is oriented to human response in that an increase of about 10 dB is normally perceived as a doubling of the sound level.

In recent years, various methods and "scales" have been devised to describe noise in the human environment. These methods have had two basic objectives: 1) to represent a physical condition that is constantly changing over a wide range of values by a single numerical descriptor; and 2), to adjust that descriptor in a way that most reasonably reflects the degree of annoyance of the varying noise levels.

1. Statistical Descriptors

Statistical descriptors most often used to describe variations in noise level include:

- L₉₀ The level exceeded 90% of the time during a specified period, usually 1 hour, 24 hours, or during the day or the night. In some instances, this value may be considered the background level.
- L₅₀ The level exceeded 50% of the time during a specified period as noted above. This value has sometimes been considered the average or median noise level.
- L₁₀ The level exceeded 10% of the time during a specified period as noted above. For traffic noise, this value has been considered the peak period level.
- L₁ The level exceeded 1% of the time during a specified period as noted above. This value may be considered the peak noise level.

The most significant drawback to the use of these descriptors, particularly L₅₀ as representing an average, is that they do not take into account the logarithmic nature of the decibel scale and the relatively higher energy content of higher decibel levels. That is, the average energy content of 50 dB and 60 dB for equal periods of time is not 55 dB, but rather 57.4 dB (i.e., the log of the average of the antilogs).

A parameter that more accurately describes average noise is the Equivalent Continuous Sound Level (Leq), which is the continuous sound level having the same energy content as the varying level for the period of measurement. Prior to the availability of microprocessors at reasonable cost, the hand-computation of Leq from a series of individual measurements was a tedious task. However, meters are now available that internally compute Leq, continuously as with the Model 2230 discussed above, or for a specified period usually one minute. Because of this technical advance, measurements of Leq for various periods of time have become the basic parameter in evaluating environmental noise.

2. Weighted Noise Levels

Because the same level of noise is more annoying to people if it occurs at night, scales have been devised that weight nighttime noise at a higher level than daytime noise. The scales most commonly in use are:

CNEL Community Noise Equivalent Level weights evening noise (7 p.m. to 10 p.m.) by a factor of 5, and nighttime levels (10 p.m. to 7 a.m.) by a factor of 10. Mathematically, evening levels are increased by 5 dB, and nighttime levels are increased by 10 dB in computing a 24-hour geometric average.

Ldn Day-Night Equivalent Level is similar to CNEL but it does not include a weighting factor for evening noise levels.

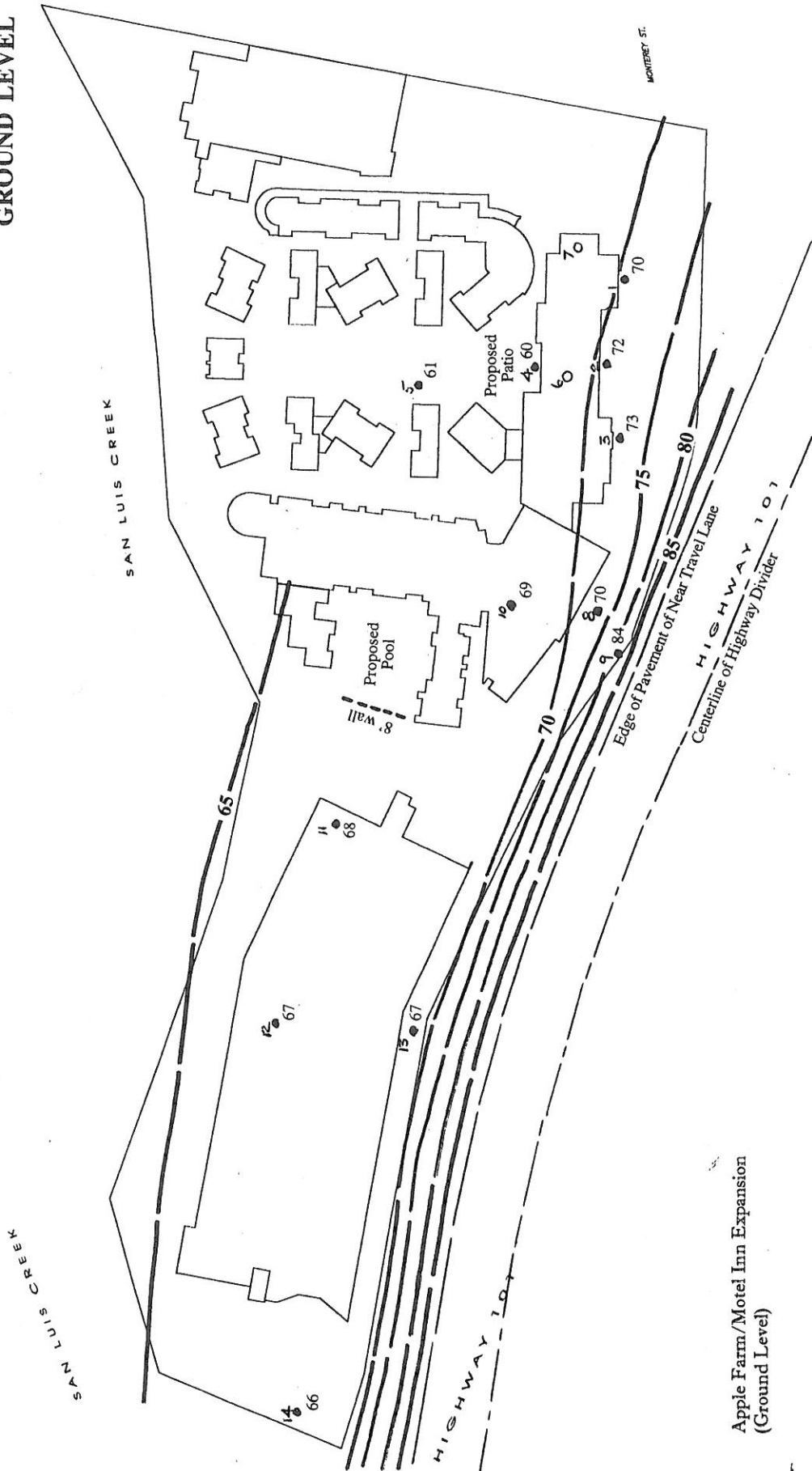
Of the above, CNEL came into use first, and it is the standard in regulating noise levels in the vicinity of airports. Ldn is a simplification of CNEL, and is more commonly used in regulating land use where traffic noise is a potential problem. These levels apply for a minimum period of 24 hours, but may be applied for periods as long as one year. The difference may be significant where noise levels are near regulatory limits, and where there are seasonal or weekly variations in a noise source of concern.

3. Practical Applications

From a practical standpoint, the Ldn noise level is essentially equivalent to the peak-hour noise level for most situations involving noise from vehicular traffic, and the peak-hour Leq can be used as the Ldn level, avoiding the costs of 24 hours of measurement.

MAP 1

"FUTURE" NOISE LEVELS (dBA, Ldn)
GROUND LEVEL



Apple Farm/Motel Inn Expansion
(Ground Level)

The Apple Farm/Motel Inn
Hotel and Restaurant

Robert COMPANY
ARCHITECTS
1000 10th Street
San Francisco, CA 94103
Tel: 415.774.1100
Fax: 415.774.1101
www.robertcompany.com

Project Name: Apple Farm/Motel Inn Expansion
Scale: 1" = 20'-0"

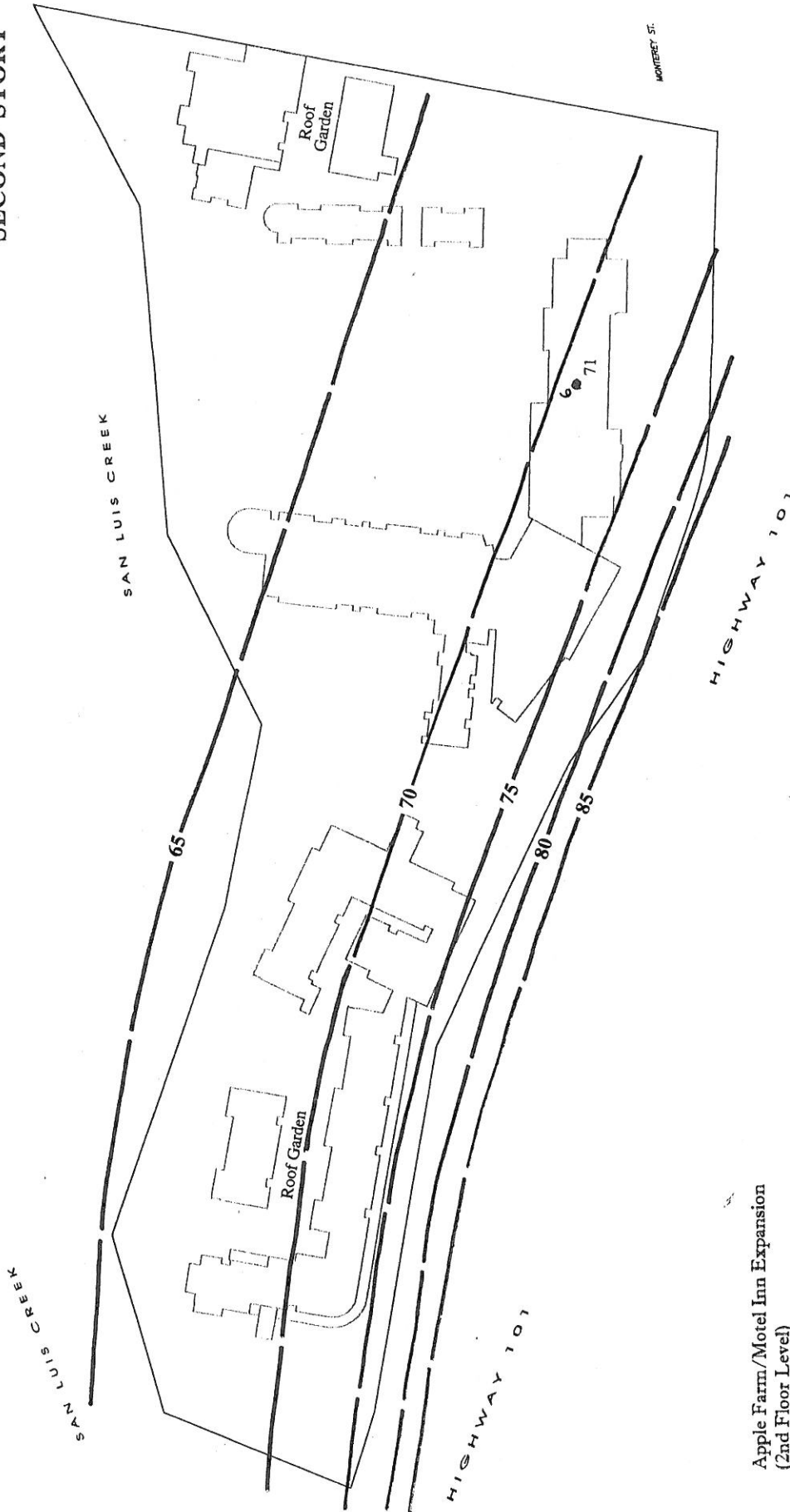
Master Plan (Ground Level)
File No: 03-147
Project: Apple Farm/Motel Inn Expansion
Revision: 01-20-2000
Date: 01-20-2000
Author: [Name]
Checker: [Name]

Apple Farm/Motel Inn Expansion
1000 10th Street
San Francisco, CA 94103
Tel: 415.774.1100
Fax: 415.774.1101
www.robertcompany.com

Apple Farm/Motel Inn Expansion
1000 10th Street
San Francisco, CA 94103
Tel: 415.774.1100
Fax: 415.774.1101
www.robertcompany.com

Apple Farm/Motel Inn Expansion
1000 10th Street
San Francisco, CA 94103
Tel: 415.774.1100
Fax: 415.774.1101
www.robertcompany.com

MAP 2
"FUTURE" NOISE LEVELS (dBA, Ldn)
SECOND STORY



Apple Farm/Motel Inn Expansion
(2nd Floor Level)

The
Apple Farm/Motel Inn
Hotel and Restaurant

the
robert
company
architects

Project No. 100
1st Floor
2nd Floor
3rd Floor
4th Floor
5th Floor
6th Floor
7th Floor
8th Floor
9th Floor
10th Floor
11th Floor
12th Floor
13th Floor
14th Floor
15th Floor
16th Floor
17th Floor
18th Floor
19th Floor
20th Floor

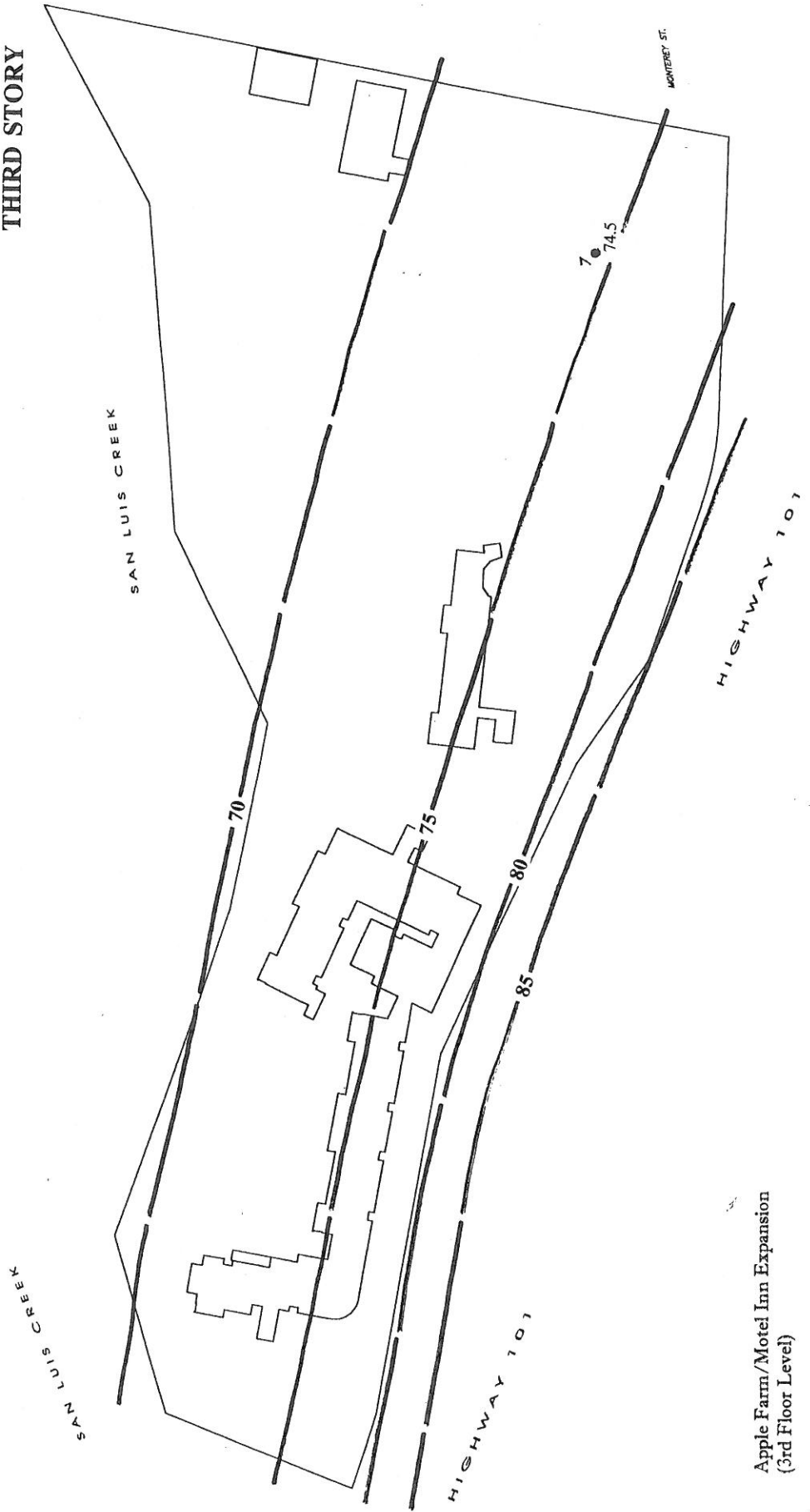
SCALE: 1" = 30'-0"

DATE: 11/15/01

Master Plan (2nd Floor Level)
File No. 02-1-01
Project No. 02-1-01
Revision No. 02-1-01
Scale: 1/8" = 1'-0"
Date: 11/15/01
File Name: 02-1-01.dwg



MAP 3
 "FUTURE" NOISE LEVELS (dBA, Ldn)
 THIRD STORY



Apple Farm/Motel Inn Expansion
 (3rd Floor Level)

The
Apple Farm/Motel Inn
 Hotel and Restaurant

Apple
 TECHNICAL
 SERVICES
 10000 N. 10th Ave., Suite 100
 San Jose, CA 95131
 Tel: 408/261-1000
 Fax: 408/261-1001

Project No. 02-0101
 Date: 02/21/01
 Scale: 1" = 200'-0"

Master Plan (3rd Floor Level)
 Prepared by: Sound Consultant
 Project No.: 02-0101
 Date: 02/21/01
 Job Number: 100-013
 File Name: 17_Masterplan-02

Apple Farm/Motel Inn
 10000 N. 10th Ave., Suite 100
 San Jose, CA 95131
 Tel: 408/261-1000
 Fax: 408/261-1001

Technical Memorandum

To: City of San Luis Obispo	Date: November 6, 2015
Attn: Jake Hudson, Transportation Manager	Project: 2223 Monterey Street Motel Inn Access Study
From: Nate Stong, P.E.	Job No.: 65-6457-09 (12)
Re: Operations Analysis	File No.: C2093MEM001.DOCX
CC:	

I. Introduction

The purpose of this Technical Memorandum is to summarize evaluation of the access to the proposed Motel Inn project located at 2223 Monterey Street and present concept designs for consideration. The proposed project includes 52 "bungalow" rooms and a 25-space RV area and is located in the north portion of the City of San Luis Obispo. **Figure 1** identifies the project study area located at the north end of Monterey Street adjacent to the US Route 101 northbound onramp. The proposed project site has one access to Monterey Street adjacent to where the US 101 northbound on- and off-ramps begin. There are several other existing hotels and restaurants in the area with their primary driveway accesses on Monterey Street.

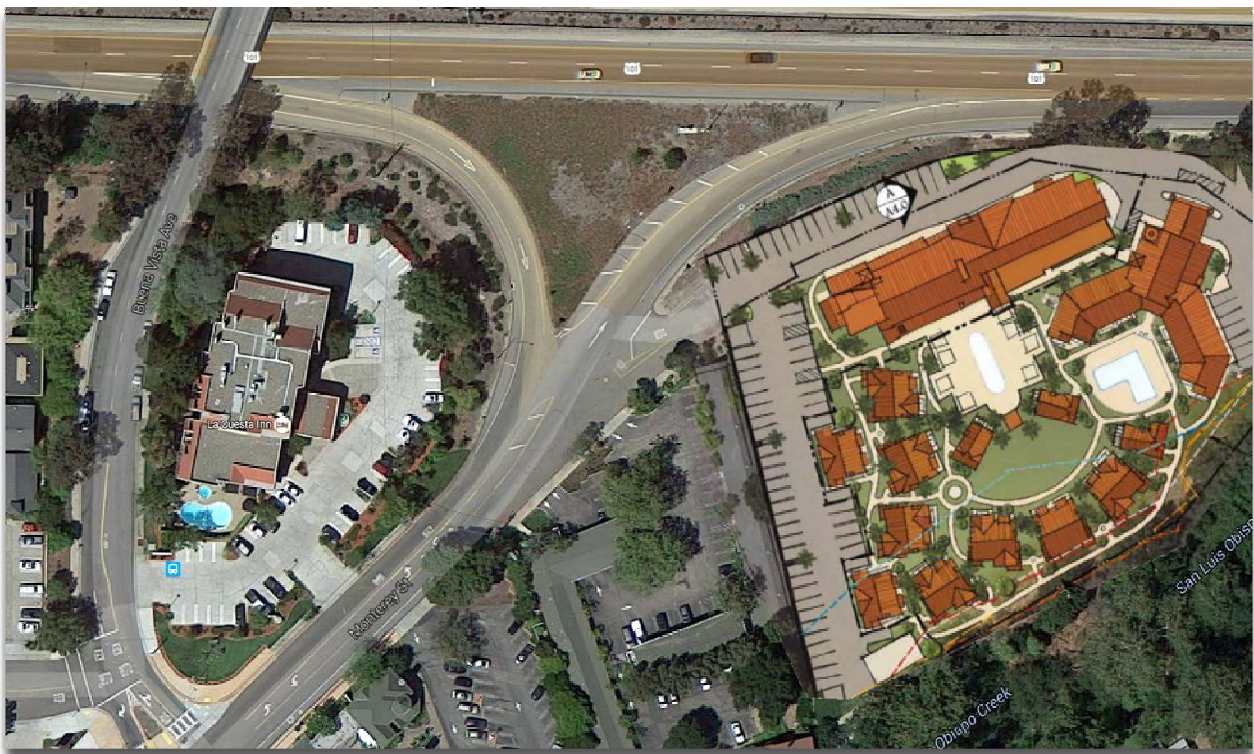


Figure 1: Project Study Area

This memorandum summarizes an evaluation which includes a review of available sight distance, vehicle speeds, collision history, traffic volumes, traffic operations and the existing and proposed geometry of the street, US 101 ramps, and driveways near the project entrance.

II. Background

Due to the anticipated increase in traffic volumes generated by the proposed use and an existing access at a location with limited sight distance, the City of San Luis Obispo (approving agency) and Caltrans (reviewing agency) have initiated this study to evaluate the existing access and make recommendations for the proposed access to meet current road design standards.

Prior to the latest submittal, a meeting between Caltrans, the City, the applicant and the applicant's engineer Hatch Mott MacDonald was held on June 10, 2014.

A second meeting was held on October 30, 2015 at the Caltrans District 5 Office to review prior work on the project, refine the design issues and criteria regarding the access for the Motel Inn project. The purpose of the meeting was to reach consensus on key issues and review draft design concepts prepared by Omni-Means, while keeping in mind the overall multi-modal safety for Monterey Street and U.S. 101. Between the two meetings, the following were identified as key issues requiring analysis:

- Lane and shoulder widths
- Bicycle facilities (Class III on Monterey St and on 101 from Monterey St to Hwy 58)
- Sight distance
- Design vehicle, turning templates (RVs)
- Collision history

During the analysis of the above, the following design considerations were identified to be evaluated in this report for Motel Inn's project access:

- Relocate the Motel Inn access on Monterey Street as far as practical from the ramps;
- Provide right-in, left-out only access to/from Monterey Street due to the limited sight distance along the NB offramp and short length of the NB onramp;
- Provide a raised median on Monterey Street and protected left turn refuge for vehicles exiting the project site;
- Construct curb and gutter to narrow the width of Monterey Street approaching and at the project driveway, matching the width of Monterey Street to the south (8 foot shoulders) and evaluate other potential traffic calming measures such as textured concrete surfacing, bulb-outs, etc.; and
- Evaluate the intersection of Buena Vista Avenue and Monterey Street for all-way stop control warrants.



III. Existing Conditions

Monterey Street is a two-lane road with center two-way left turn lane, generally 45-feet in width measured from curb to curb and classified as a minor arterial in the City's *General Plan Circulation Element*. Sidewalks are provided on both sides of the street, except the sidewalk on the west side of the street terminates just north of the La Quinta Hotel driveway prior to reaching the NB offramp. at the On-street parking is generally permitted along the south side of Monterey Street north of Buena Vista Avenue. Monterey Street is designated as a Class III bike route in the adopted *Bicycle Transportation Plan*. US Route 101 is also a Class III bike route from Monterey Street north to the Hwy 58 interchange in Santa Margarita. Class III bike routes are not striped and bicycles share the road with vehicles.

Collision Data

Collision data was obtained for the preceding five-year period from the City's online collision database (Crash Magic) for areas near the proposed project driveway: Monterey Street between Buena Vista Avenue and the 101 NB ramps. Copies of the collision data are included in the Appendix. No collisions were reported at Monterey Street and the 101 NB ramps. There were two collisions reported at the intersection of Monterey Street and Buena Vista Avenue:

1. November 2013: Collision between two vehicles during the day resulting in "complaint of pain."
2. December 2013: Collision between a vehicle and a pedestrian. A vehicle struck a pedestrian using the crosswalk at night, causing "complaint of pain."

During the same period, there was 1 collision along Monterey Street between Buena Vista Avenue and the 101 NB Ramps:

1. A broadside collision between a motorcycle turning left from the Apple Farm Inn and a vehicle northeast-bound on Monterey Street. Severity of accident involved a "complaint of pain".

City staff also reviewed crash reports from Transportation Injury Mapping System (TIMS) for the time period of January 1, 2012 to December 31, 2014. There were 6 accidents reported on NB 101 within the City limits; none of these were within the weaving section near the Monterey Street ramps or on the ramps themselves.

Existing Condition Traffic Operations

Traffic volumes were obtained from City staff for peak hour turning movements on Monterey Street and the hotel driveways near the ramps, and from the City's online GIS traffic website for the street segments of Monterey Street and Buena Vista Avenue. Hourly counts are presented in Table 3. The average daily traffic during 2012 (the most recent data available) on the NB offramp to Monterey Street was 644 veh/day as reported by Caltrans. The average daily traffic on the NB onramp for 2012 was 3,429 veh/day.

Specific quantitative traffic analyses have been conducted as part of this assessment utilizing *Syncho/Sim-Traffic 8.0* computer software, which is consistent with the latest version of the *Highway Capacity Manual* (HCM 2010). The traffic analysis evaluated two intersections for operating conditions with/without the proposed Hotel/RV Park. The intersections closest to the



project site include Monterey Street/US 101 NB On Ramp and the US 101 NB On Ramp and Apple Farm Driveways immediately to the south. The PM peak hour represents the highest volumes at this location and is therefore the condition evaluated as the most conservative. **Table 1** summarizes the PM peak hour delay and LOS at each intersection for the existing condition.

TABLE 1: PM PEAK HOUR TRAFFIC ANALYSIS

#	Intersection	Control Type	Existing	
			Delay	LOS
1	Monterey Street/US 101 NB Ramps/ Project Driveway (Combined with Trellis Court North Driveway)	Free/ OWSC	6.2	A
2	Monterey Street/US 101 NB Off Ramp/ Trellis Court South Driveway	Free/ OWSC	12.8	B

Note: Free = Free Flowing (No Control); OWSC = One-Way Stop-Controlled.

As shown above, the adjacent study intersections located off of Monterey Street currently operate at acceptable LOS B conditions or better during the PM peak hour under Existing PM Peak Hour scenarios. The Synchro/ Sim-Traffic reports are attached in the Appendix.

Approach Speeds

The posted speed limit on Monterey Street in the project area is 30 mph prior to the US 101 northbound ramps. A spot speed study was performed by City staff on October 14, 2015 on Monterey Street between Buena Vista Avenue and 101 NB on-and off-ramps (see **Figure 2**).

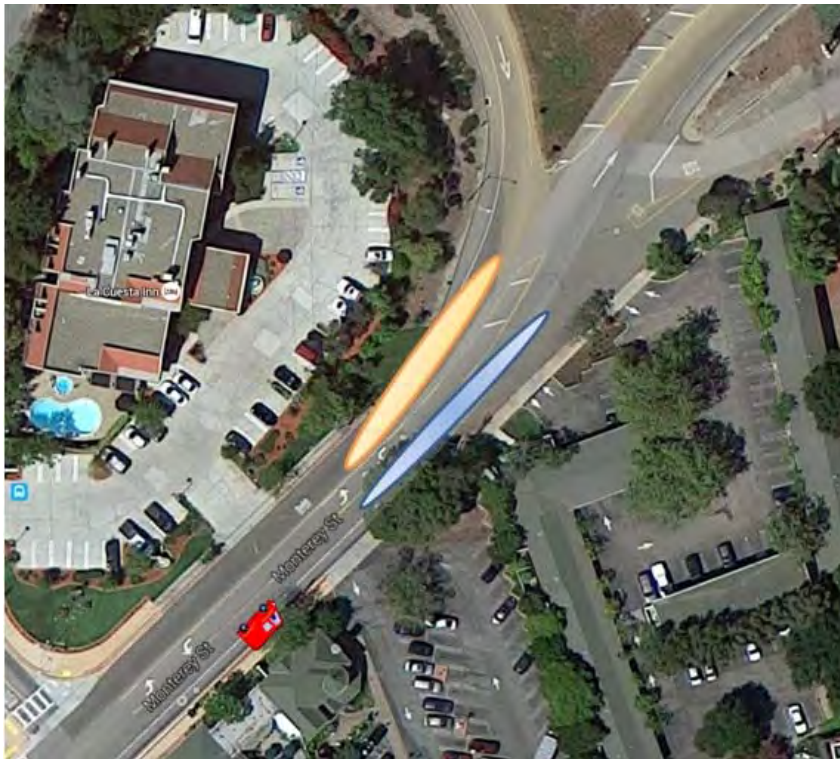


Figure 2: City Spot Speed Survey Locations (radar vehicle shown in red)



The study identified that the observed critical speed (85th percentile) was 40 mph in the northeast-bound direction and 29 mph in the southwest-bound direction. Based on field observation, the speeds are higher in the eastbound direction as vehicles accelerate prior to reaching the northbound on-ramp. Many of the vehicles were observed to deviate from the marked lane and drive within the median prior to the ramp to maintain speed.

Sight Distance

The critical speed of 30 mph for westbound Monterey Street results in a required stopping sight distance of 200 feet (Caltrans HDM Table 201.1). In **Figure 3**, the sight triangle labeled as "1" is the available stopping sight distance to the middle lane (145 feet). Since the available sight distance is below the required stopping sight distance, a raised median is recommended as depicted in **Figures 3 through 6**. The raised median would:

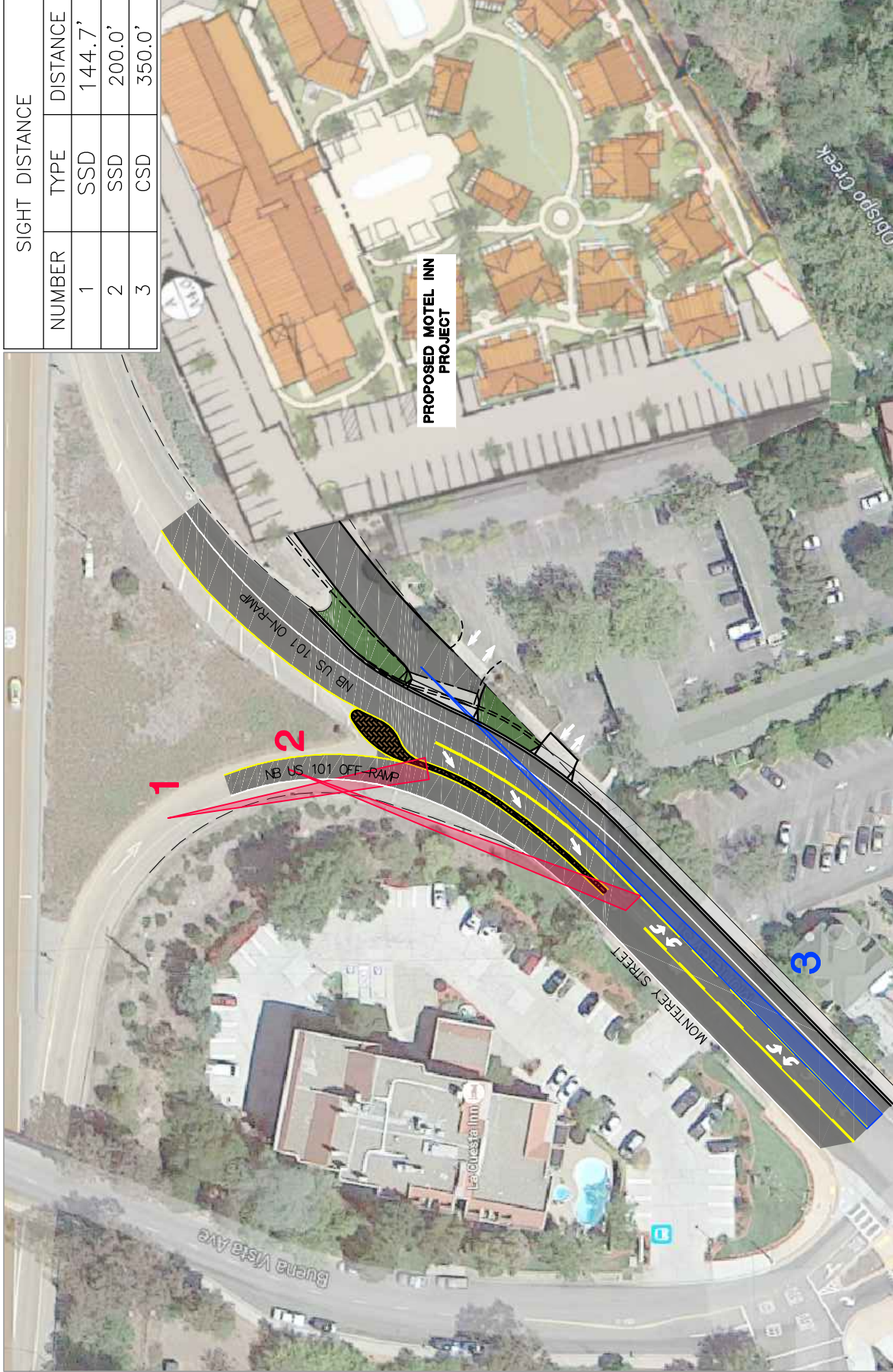
1. Prohibit left turns into the project driveway where insufficient sight distance is available along the ramp itself, and
2. Provide a left-turn refuge and extend the merge point of vehicles exiting the project driveway to a point where adequate sight distance is provided.

Based on a typical right-side mirror view angle of 20 degrees, the sight distance from merging vehicles from the center lane should be provided the same 200 feet of sight distance to the centerline of the off-ramp behind. This is represented by sight triangle 2 on **Figure 3**.

Although corner sight distance requirements are not applied to urban driveways (Caltrans HDM 405.1.2.d and 205.3), the available corner sight distance between left-turning vehicles out of the project driveway and the northeast-bound vehicles on Monterey Street was nonetheless evaluated as part of this study. The available sight distance was measured to be approximately 350' (sight triangle number "3"). The sight distance is limited by the profile of Monterey Street, with a crest vertical curve located at the intersection of Buena Vista Avenue. 350 feet provides corner sight distance for a speed of approximately 37 mph. Driveways located south of the project driveway have less sight distance since they are located closer to the crest of the curve.



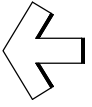
SIGHT DISTANCE		
NUMBER	TYPE	DISTANCE
1	SSD	144.7'
2	SSD	200.0'
3	CSD	350.0'



2223 Monterey Street Motel Inn Access Study

Figure No. 3

Sight Distance



SCALE: 1" = 80'



Multi-Way Stop Control Analysis

This report also summarizes the evaluation of the intersection of Buena Vista Avenue and Monterey Street for all-way stop control.

Evaluation Criteria

Guidance provided in the publication *California Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD, 2014 Edition), Section 2B.07 Multi-Way Stop Applications was used as the basis for conducting this multi-way stop control installation engineering study for the intersection of Buena Vista Avenue and Monterey Street. According to the MUTCD, the following criteria should be considered when determining if the installation of multi-way stop control is warranted at an intersection:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
 - 3. If the 85th-percentile approach speed of the major-street exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Item 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1 and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Analysis

A. Traffic Signal Warrants

Applicable traffic signal warrants provided in the MUTCD, CHAPTER 4C. TRAFFIC CONTROL SIGNAL NEEDS STUDIES, Section 4C.02 through Section 4C.10 were reviewed for the study intersection.

Based on the provided warrants and data, traffic signals are not currently warranted at the study intersection. Therefore, the installation of a multi-way stop would not represent an interim measure.

B. Accident History

A review of the recent available 5-year accident information indicates that there were two reported accidents at the Buena Vista Avenue and Monterey Street intersection. Since the minimum number of accidents required to meet this warrant is five within a 12 month period, the installation of a multi-way stop would not be warranted.



C. Minimum Volume and Delay

The data presented in Table 3 indicates that the AM peak 1-hour occurred between 8:00 – 9:00 AM with the PM peak 1-hour between 5:00 – 6:00 PM. **Table 2** also shows the hourly totals along Buena Vista Avenue and Monterey Street a comparison of them to the respective minimum vehicular volumes. The minimum vehicular volume is 300 vehicles per hour on the combined major street approaches (Monterey Street) and 200 veh/hr on the combined minor street approaches (Buena Vista Avenue).

**TABLE 2
MINIMUM VEHICULAR VOLUME WARRANT ANALYSIS**

Hour of the Day	Major Street Monterey Street		Minor Street Buena Vista Avenue	
	Traffic Volumes (veh/hr)	Minimum Volume Warrant (veh/hr)	Traffic Volumes (veh/hr)	Minimum Volume Warrant (veh/hr)
7:00 AM	613	300	299	200
8:00 AM	657	300	481	200
9:00 AM	427	300	265	200
10:00 AM	427	300	204	200
11:00 AM	432	300	245	200
12:00 PM	472	300	216	200
1:00 PM	480	300	231	200
2:00 PM	543	300	218	200
3:00 PM	591	300	244	200
4:00 PM	760	300	248	200
5:00 PM	867	300	274	200
6:00 PM	494	300	220	200

NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound

As shown above, the minimum vehicular volume condition is met for more than the required 8 hours. However, an analysis of the delay using HCS 2010 indicates that the minor street does not experience more than 30 seconds of delay during the peak hour therefore this warrant is not met.

D. 80-Percent of the Minimum Values

Criteria B and C.1 are not satisfied to 80 percent of the minimum values. Therefore, the study intersection does not meet the guidance criteria for a multi-way stop control application at the Buena Vista/ Monterey Street intersection.

Optional Criteria

Section 2B.07 of the MUTCD includes four other criteria that may be considered in an engineering study to determine if the installation of multi-way stop control is warranted at an intersection:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/ pedestrian conflicts near locations that generate high pedestrian volumes;



- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collectors (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Analysis

A. Control Left-Turn Conflicts

Left-turn conflicts are not a significant issue at the intersection of Buena Vista Avenue and Monterey Street. There were no collisions reported between a left-turning vehicle and another vehicle.

B. Control Vehicle/ Pedestrian Conflicts

The Buena Vista Avenue leg has high-visibility crosswalks and a pedestrian refuge island. There is an uncontrolled marked crosswalk across Monterey Street that is properly signed and marked. However, one of the collisions at this intersection was between a vehicle and a pedestrian in the crosswalk at nighttime.

C. Sight Distance

The grade of Monterey Street near Buena Vista Avenue is gradual with a crest vertical curve at Buena Vista Avenue. Adequate stopping sight distance is available on the approaches to the intersection. There are no major obstructions limiting the corner sight distance between Monterey Street and Buena Vista Avenue. The installation of stop signs on Monterey Street at this intersection is not warranted based on sight distance requirements.

D. Intersection of Two Residential Collector Streets of Similar Design

Based on the City's General Plan, Monterey Street is an arterial, and Buena Vista Avenue is a local street; therefore, this option did not apply.

Multi-Way Stop Analysis Conclusion

Based on the above warrant analysis, the installation of stop signs on Monterey Street at Buena Vista Avenue is not warranted and the installation of stop signs on Monterey Street at Buena Vista Avenue is not recommended.

IV. Traffic Operations Analysis with Proposed Project

Trip Generation

The project proposes a 52-unit hotel with 25 RV parking spaces with hookups. Trip generation was calculated by City staff using the *Institute of Transportation Engineers Trip Generation Manual, 9th Edition*. The land uses selected were ITE Code 310 (Hotel) and ITE Code 416 (Campground/Recreational Vehicle Park), and the generation is based on total number of occupied rooms and campsites, respectively. The total trips expected to be generated by this project are summarized in **Table 3**.



TABLE 3: WEEKDAY PROJECT TRIP GENERATION

Land Use Category	Unit	Daily Trip Rate/Unit	AM Peak Hour Rate/Unit			PM Peak Hour Rate/Unit		
			Total	In %	Out %	Total	In %	Out %
Hotel [ITE Code: 310]	Per Occ. Room	8.17	0.53	59%	41%	0.6	51%	49%
Campground/RV Park [ITE Code: 416]	Per Occ. Site	2.0	0.21	36%	64%	0.27	65%	35%
Description	Quantity	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	In	Out	Total	In	Out
Hotel [ITE Code: 310]	52 Rooms	425	28	17	11	32	16	16
Campground/RV Park [ITE Code: 416]	25 Sites	50	5	2	3	7	5	2
Total Project Trips		475	33	19	14	39	21	18

Notes: Daily Trip Rates for Campground/RV Park not available; assumed 2.0/unit. Errors due to rounding may occur.

As shown in the table above, the proposed project is anticipated to generate 475 daily trips, including 33 (19 in and 13 out) AM peak hour trips and 39 (21 in and 18 out) PM peak hour trips.

Existing Plus Project Traffic Operations

Specific quantitative traffic analyses have been conducted as part of this assessment utilizing *Syncho/Sim-Traffic 8.0* computer software, which is consistent with the latest version of the *Highway Capacity Manual* (HCM 2010). The traffic analysis evaluated two intersections for operating conditions with/without the proposed Hotel/RV Park. The intersections closest to the project site include Monterey Street/US 101 NB On Ramp and the US 101 NB On Ramp and Apple Farm Driveways immediately to the south. **Table 4** summarizes the PM peak hour delay and LOS at each intersection for the existing and existing plus project conditions. The "plus project" condition limits the access to right-in, left-out to the project/Trellis Court north combined driveway and the Trellis Court south driveway.

TABLE 4: PM PEAK HOUR TRAFFIC ANALYSIS WITH PROPOSED MOTEL INN

#	Intersection	Control Type	Existing		Existing + Project	
			Delay	LOS	Delay	LOS
1	Monterey Street/US 101 NB Ramps/ Project Driveway (Combined with Trellis Court North Driveway)	Free/ OWSC	6.2	A	11.0	B
2	Monterey Street/US 101 NB Off Ramp/ Trellis Court South Driveway	Free/ OWSC	12.8	B	13.1	B

Note: Free = Free Flowing (No Control); OWSC = One-Way Stop-Controlled.

As shown above, the study intersections are projected to operate at acceptable LOS B conditions or better, during the PM peak hour under Existing and Existing plus Project PM Peak Hour scenarios. The Synchro/ Sim-Traffic reports are attached in the Appendix.

The multi-way stop warrant analysis for the Buena Vista Avenue/Monterey Street intersection was recalculated using existing plus project volumes. As discussed under the existing condition, the intersection meets volume warrants but not delay warrants. With the project, minor street



delay is projected to remain below 30 seconds and therefore warrants are not met for multi-way stop control at this location.

V. Geometric Analysis and Recommendations

Omni-Means developed a design concept for the proposed Motel Inn project driveway based on the above analysis for Monterey Street and U.S. 101 which includes requirements and recommendations from Caltrans and City staff. The geometric design is primarily based on the design vehicle, sight distance requirements, and restricted turning movements. The recommended geometric concept is illustrated on **Figure 4**.

Conflict Diagram

A conflict diagram is shown on **Figure 5** for the movements in the vicinity of the project driveway. With the proposed raised median and the prohibition of left-turns into two driveways, the number of crossing conflicts is reduced.

Design Vehicle

The project includes motor home hookups and parking/camping spaces; therefore, a motor home with attached trailer was selected as the design vehicle for the proposed improvements. The concept driveway and center left-turn refuge was analyzed for this vehicle's turning movements using AutoTurn software. **Figure 6** displays the wheel path of an RV with trailer exiting the project driveway.

Sight Distance

As described in a previous section, the sight distance for vehicles on the NB off-ramp to the project driveway is restricted; therefore, a raised median is recommended to provide a refuge for left-turning vehicles (and cyclists) from the project driveway before merging with southwest-bound traffic on Monterey Street. This median also prohibits left-turns into the site and nearby driveways on Monterey Street, in order to provide adequate stopping sight distance from the NB off-ramp to a vehicle which may be stopped in the through lane waiting to turn left. The median length is determined by the required stopping sight distance for a vehicle in the center lane to merge into the southwest-bound lane.

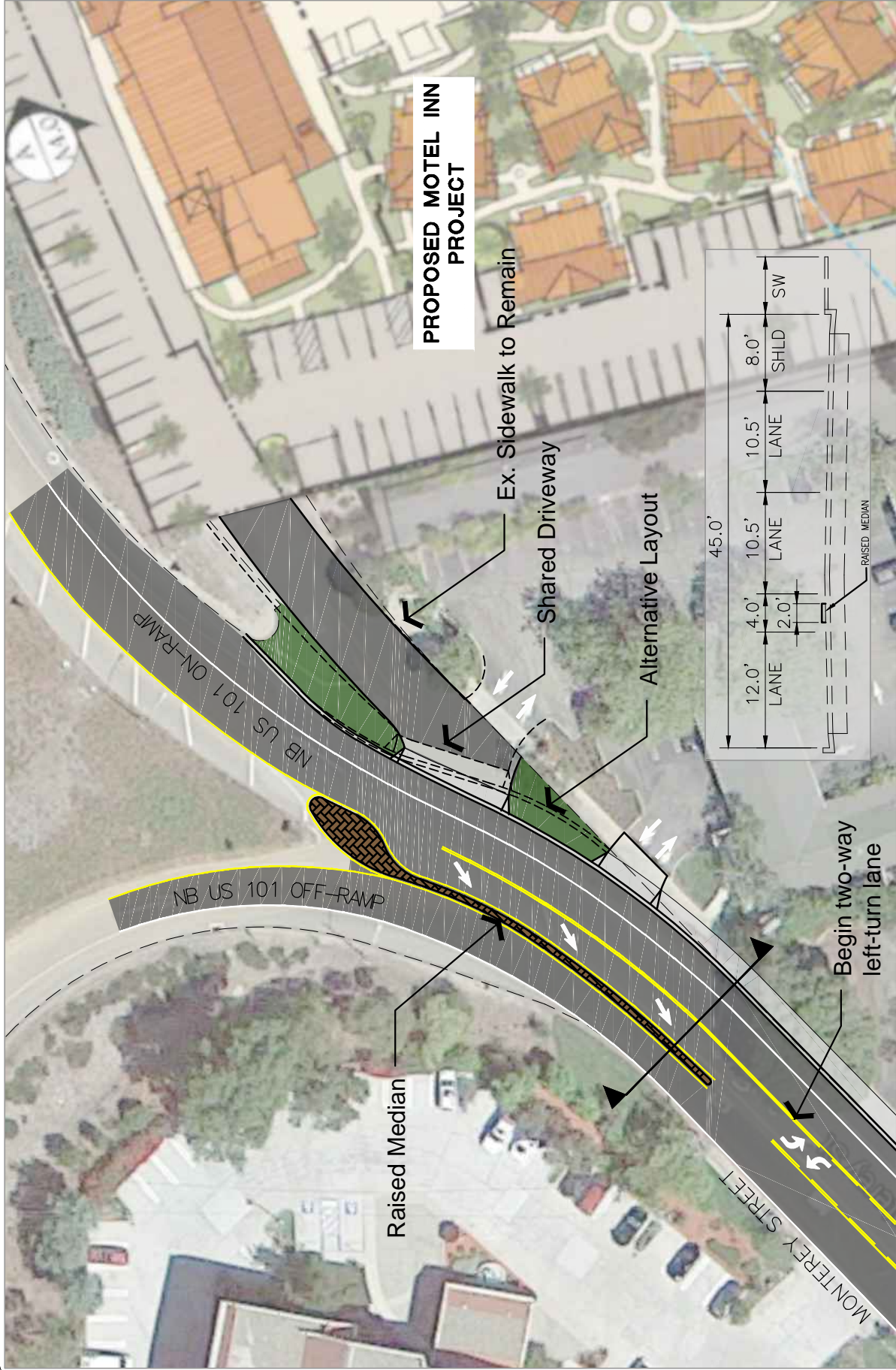
Access Considerations

Right turns from the project driveway onto the NB on-ramp are recommended to be prohibited as the distance from the driveway along the ramp to the merge point of mainline US 101 does not meet standards for freeway ramps. The addition of the proposed RV use by the project in particular would present a safety concern due to the slower acceleration of RVs. It is recommended to design the driveway flares to discourage right turns and align the driver toward the center left-turn lane. It is recommended to mark the driveway with a left-turn arrow and install signage prohibiting right turns from the driveway.

Lane and Shoulder Widths

The lane configuration in the existing and concept design condition is illustrated in the cross-section shown on **Figure 4**. The concept design provides an extension of the 8 foot shoulder on northeast-bound Monterey Street and continuing an 8-foot minimum shoulder on the onramp. The concept design curvature of northeast-bound Monterey Street is designed according to the





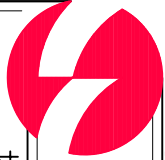
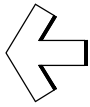
PROPOSED MOTEL INN PROJECT

2223 Monterey Street Motel Inn Access Study

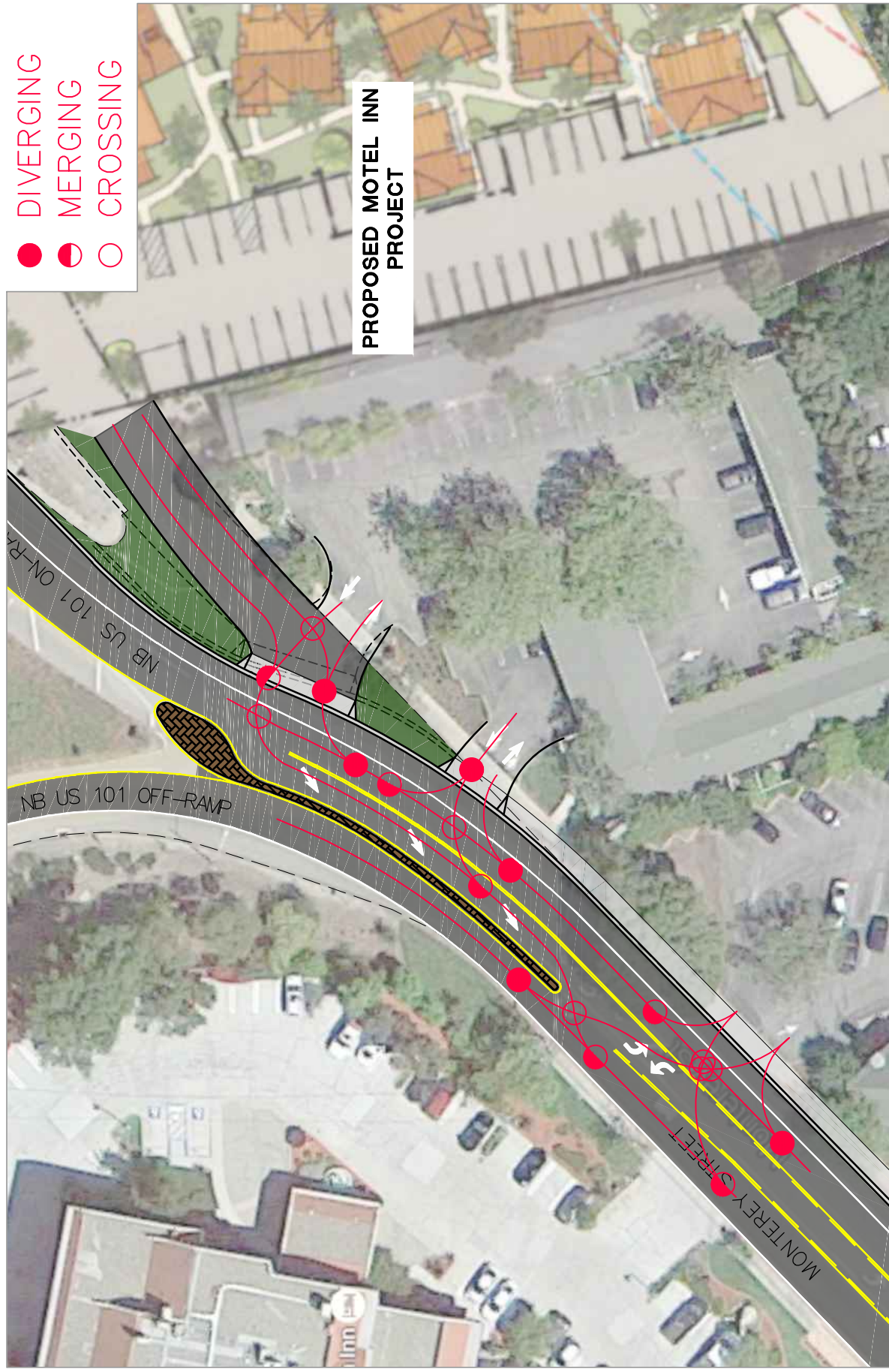
Figure No. 4

Geometric Concept

SCALE: 1" = 50'



- DIVERGING
- ⊖ MERGING
- CROSSING

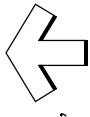


PROPOSED MOTEL INN PROJECT

2223 Monterey Street Motel Inn Access Study

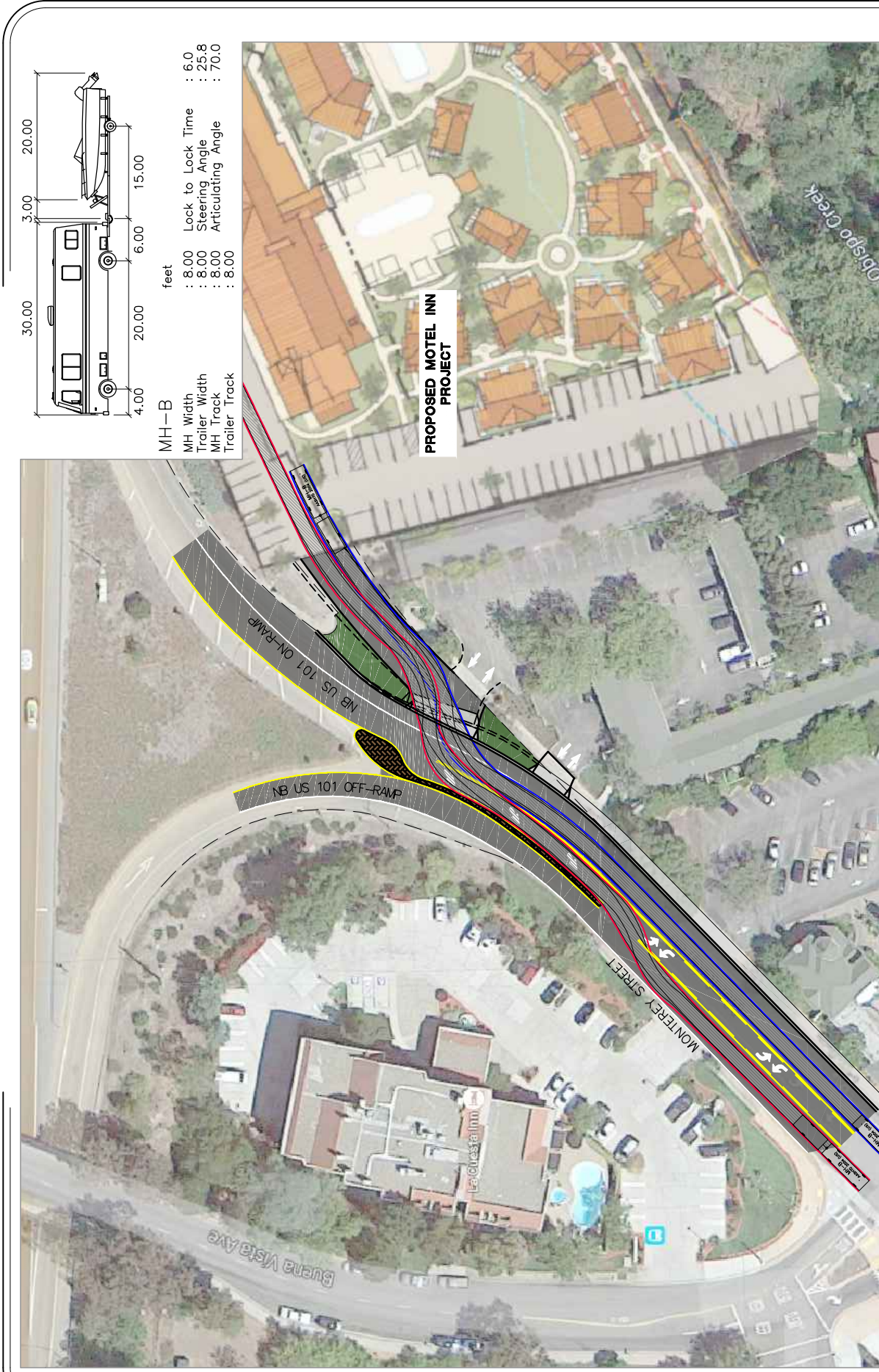
Figure No. 5

Conflict Diagram



SCALE: 1" = 50'

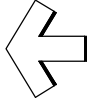




2223 Monterey Street Motel Inn Access Study

Figure No. 6

RV Turning Movement



SCALE: 1" = 80'



Caltrans Highway Design Manual for the existing vehicle speeds of 40 miles per hour. It is recommended to maintain the entry curve to the Northbound 101 on-ramp existing ramp curve radius and design speed.

Alternative Concept

An alternative concept design is also shown on **Figure 4** as dashed lines. This alternative would provide extra width on the shoulder approaching the project driveway to provide room outside of the through lane for decelerating vehicles turning right into the project driveway. This configuration would also provide greater maneuverability for larger vehicles at the driveway due to the orientation of the driveway facing in the direction of entering and exiting vehicles on Monterey Street. However, during discussion with City and Caltrans staff it was agreed that maintaining the existing urban street cross section of Monterey Street up to the driveway would have the effect of calming traffic and therefore this alternative is not recommended but provided for consideration.

Bicycle and Pedestrian Access

The concept developed would maintain the existing sidewalk along the south side of Monterey Street to the Motel Inn project site in its current location. Pedestrian access would thereby be maintained to/from the project site. It is not recommended however to provide a sidewalk along the concept location of the curb and gutter as shown on **Figure 4** since this would lead pedestrians to the onramp.

Bicyclists travelling northeast on Monterey Street are provided an 8-foot shoulder where parking is prohibited, and this shoulder is provided up to and continuing on the NB onramp to the US 101 Class III Cuesta Grade Bike Route. Although adequate width exists for a Class II bike lane, it is not recommended to stripe the onramp as a bike lane but rather maintain the Class III bike route which exists on the approach from Monterey Street and continuing on NB US 101. Experienced bicyclists leaving the project site may act as a vehicle and utilize the protected left and merge with southwest-bound Monterey Street traffic at the end of the raised median where sufficient sight distance is provided. Less-experienced cyclists can walk their bike along the sidewalk along the south side of Monterey Street to Buena Vista Avenue or a point where crossing as a vehicle is comfortable for them.

Other Design Considerations

The conceptual plans developed do not include considerations for drainage or runoff. Survey will also be required in order to determine the location of Caltrans and City rights of way and adjacent property boundaries. Specific details for signage are not provided in this report and should be developed by the project's engineer during design. It is finally recommended that the vegetation along the inside curve of the NB offramp continue to be managed to maintain adequate sight distance.



Appendices (available upon request)

- A. Project Site Plan
- B. Hatch Mott MacDonald Memo dated 2014
- C. Collision History & Data Sheets
- D. City Traffic Counts
- E. Speed Survey
- F. Synchro/ Sim-Traffic Output Reports



**MOTEL INN REMODEL
TRAFFIC ANALYSIS REPORT**

SAN LUIS OBISPO, CALIFORNIA

Prepared For

King Ventures
290 Pismo Street
San Luis Obispo, CA 93401

Revised
April 23, 2002

TABLE OF CONTENTS

CHAPTER NO.	DESCRIPTION	PAGE NO.
I.	INTRODUCTION	1
II.	EXISTING CONDITIONS	2
	A. Existing Road Network	2
	B. Existing Traffic Volumes	2
	C. Existing Intersection Levels of Service	3
III.	PROJECT CONDITION	4
	A. Project Description	4
	B. Project Trip Generation, Distribution and Assignment	4
	C. Project Condition Intersection Levels of Service	5
	D. Project Access and Internal Circulation	6
IV.	CUMULATIVE CONDITION	7
	A. Cumulative Projects Trip Generation, Distribution and Assignment	7
	B. Cumulative Condition Intersection Levels of Service	8
V.	SUMMARY OF MITIGATION MEASURES	9
	A. Existing Conditions	9
	B. Existing Plus Project Conditions	10
	C. Cumulative Conditions Without Project Trips	10
	D. Cumulative Conditions With Project Trips	10

LIST OF EXHIBITS

EXHIBIT NO.	DESCRIPTION
1.	PROJECT LOCATION MAP
2.	PROJECT SITE PLAN
3.	EXISTING AM (PM) PEAK HOUR VOLUMES
4.	PROJECT TRIP GENERATION
5.	PROJECT TRIP DISTRIBUTION AND ASSIGNMENT
6.	EXISTING PLUS PROJECT TRAFFIC VOLUMES
7.	INTERSECTION LEVELS OF SERVICE
8.	RECOMMENDED INTERSECTION MITIGATION MEASURES
9.	CUMULATIVE CONDITIONS TRAFFIC VOLUMES (NO PROJECT TRIPS)
10.	CUMULATIVE CONDITIONS TRAFFIC VOLUMES (WITH PROJECT TRIPS)
11.	MOTEL INN DRIVEWAY - OPTION 1
12.	MOTEL INN DRIVEWAY - OPTION 2
13.	MOTEL INN DRIVEWAY - OPTION 3

LIST OF APPENDIXES

APPENDIX

NO.	TITLE
A.	LEVEL OF SERVICE DESCRIPTION
B.	INTERSECTION LEVELS OF SERVICE (STOP SIGN)
C.	SIGNALIZATION WARRANT WORKSHEETS
D.	INTERSECTION LEVEL OF SERVICE WORKSHEETS - Existing Conditions
E.	INTERSECTION LEVEL OF SERVICE WORKSHEETS - Existing Plus Project Conditions
F.	INTERSECTION LEVEL OF SERVICE WORKSHEETS - Cumulative Conditions (Without Project)
G.	INTERSECTION LEVEL OF SERVICE WORKSHEETS - Cumulative Conditions (With Project)
H.	INTERSECTION LEVEL OF SERVICE WORKSHEETS - Cumulative Conditions With Improvements

I. INTRODUCTION

The following report evaluates the potential traffic impacts that may be associated with the proposed Motel Inn Remodel project located at the intersection of Monterey Street and Highway 101 northbound on- and off-ramps in the City of San Luis Obispo, California. The general location of the project site is shown on Exhibit 1 (Project Location Map).

The project involves the remodel of the existing Motel Inn site as well as an expansion of the Apple Farm Inn motel located immediately to the south of the Motel Inn site. The Motel Inn site is currently developed with a motel that is currently non-operational. The Apple Farm Inn is an existing operating motel that consists of 69 motel rooms, a 9,700 square foot restaurant (with full scale bakery) and a 2,000 square foot retail gift shop. The Apple Farm operation also includes the Trellis Court motel, which consists of 35 motel rooms.

The remodel of the Motel Inn includes 68 guest rooms, two small banquet rooms and a restaurant approximately 5,000 square feet in size. The project will retain its existing access driveway, located at the end of Monterey Street adjacent to the US 101 northbound on-ramp. The project site plan is shown on Exhibit 2. Secondary access will be provided via an inter-parcel connection with the Apple Farm Inn located immediately south of the project site. The Apple Farm expansion consists of 58 new motel rooms and a spa. The Apple Farm Inn expansion will be located on the Motel Inn site, immediately north of Trellis Court.

As previously stated, this traffic analysis evaluates the potential traffic impacts that may be associated with the proposed project. Morning (AM) and afternoon (PM) peak hour traffic conditions have been analyzed at the following intersections and roadway segments near the project site:

- Monterey Street/Northbound On- & Off-Ramps/Project Access Driveway
- Monterey Street/Garfield Street
- Monterey Street/Buena Vista Avenue
- Buena Vista Avenue/Garfield Street
- Buena Vista Avenue/Hwy. 101 Southbound Off-ramp
- Monterey Street/Apple Farm Inn & La Cuesta Inn Driveways

Traffic conditions for the following development conditions were analyzed:

- Existing Condition
- Project Condition (existing plus project)
- Cumulative Condition (without project trips)
- Cumulative Condition (project condition plus cumulative development)

II. EXISTING CONDITIONS

The following section presents a description of the existing road network serving the project site, a summary of existing traffic volumes and an analysis of existing operating conditions.

A. Existing Road Network

Access to the project site is provided via US 101 and Monterey Street. Other streets in the study area include Garfield Street and Buena Vista Avenue. Note that throughout this report, US 101 is considered to have a north-south alignment and Monterey Street is considered to have an east-west alignment.

US 101 is a major highway providing statewide and regional circulation functions. It is four lanes wide in the vicinity of the project site. Access to the site from southbound US 101 is provided via a southbound off-ramp to Buena Vista Avenue. Southbound US 101 is accessed from the site via an on-ramp located at Grand Avenue. Access between the site and northbound US 101 is provided via on- and off-ramps hook ramps connecting to Monterey Street.

Monterey Street is an east-west street providing local circulation functions. Monterey Street serves as a two-lane collector (with left turn lanes) within the city of San Luis Obispo. In the vicinity of the project site, Monterey Street has one travel lane in each direction and a two-way left turn lane in the center of the street.

Garfield Street is a minor commercial street in the city of San Luis Obispo. Garfield Street serves as a connector street between Monterey Street and Grand Avenue.

Buena Vista Avenue is a minor commercial street. Buena Vista Avenue crosses US 101 on an overpass and serves as a connector street between Monterey Street (on the east side of US 101) and Loomis Street (on the west side of US 101).

All study intersections are not signalized at this time.

B. Existing Traffic Volumes

On April 4, 2001, AM and PM peak period turning movement counts were taken at the intersections of Monterey Street/US 101 Northbound On- & Off-Ramps/Project Access Driveway, Monterey Street/Garfield Street, Monterey Street/Buena Vista Avenue, Buena Vista Avenue/Garfield Street, Buena Vista Avenue/US 101 Southbound Off-ramp, and Monterey Street/Apple Farm Inn & La Cuesta Inn Driveways. The counts were conducted between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM in order to determine the peak morning and afternoon travel hours and volumes. The existing traffic volumes are shown on Exhibit 3.

C. Existing Intersection Levels of Service

Traffic operations are evaluated using the concept of Level of Service (LOS). Intersections are rated on an "A" to "F" scale with "A" representing excellent or free flow operations and "F" representing forced flow or congested conditions. A brief description of the various levels of service are presented in Appendix A.

Intersection operations were evaluated using technical procedures documented in the *2000 Highway Capacity Manual* (HCM). Intersection operations are based upon the average vehicular delay at the intersection. The average delay is then correlated to a level of service. Appendix B provides a description of the level of service methodology for two-way stop controlled intersections, all-way stop controlled intersections and signalized intersections. The TRAFFIX 7.5 (R1) software program was utilized to calculate intersection levels of service. For unsignalized intersections, the 2000 HCM level of service methodology calculates levels of service for individual movements subject to stop or yield control (i.e., movements on the minor street approach to the major street and left turn movements from the major street). The 2000 HCM methodology does not calculate an overall intersection level of service.

The regrading of the vacant parcel will also require the removal of the existing concrete retaining wall along the southerly boundary of this lot due to its apparent structural instability. A new retaining wall would need to be constructed at a greater height than the existing wall, in order to accommodate the raising of the surface of the lot to match the existing driveway serving the north lot.

The existing traffic volumes were reviewed to evaluate the need for intersection channelization and signalization. This evaluation indicated that no improvements were necessary under existing conditions at any of the study intersections. Copies of the signalization warrant worksheets are included in Appendix C.

Intersection levels of service for existing conditions are shown on Exhibit 7, with a copy of the LOS worksheets included as Appendix D. During the AM and PM peak hours, all worst-case minor street approaches under stop control operate at LOS A or B. According to the City of San Luis Obispo Department of Public Works Traffic Impact Preparation Guidelines, a LOS D will be the peak hour design objective for all movements (outside the "Downtown" area) as defined in the City's Circulation Element of the General Plan. Therefore, the study intersections currently operate within acceptable limits (LOS D or better).

However, geometric and traffic control deficiencies were observed at two locations during a field visit to the project study area. The length of the existing US 101 northbound on-ramp from Monterey Street does not meet current Caltrans standards. The northbound Highway 101 on-ramp is approximately 750 feet in length from the beginning of the on-ramp to the merge taper and provides approximately 500 feet of acceleration length. The short ramp length results in ramp traffic speeds lower than desirable at the merge with northbound mainline

Highway 101. It also induces traffic to enter the ramp on northbound Monterey Street at higher than desirable travel speeds. Conflicts with driveway traffic between Buena Vista Road and the ramp are consequently exacerbated. It is recommended that the US 101 northbound on-ramp be lengthened to meet current Caltrans standards, which would require increasing the acceleration length from 500 feet to about 1,100 feet or as long as possible, given the physical constraint of the existing box culvert at San Luis Obispo Creek. In addition, the horizontal curve radius at the on-ramp entrance should be reduced to reduce travel speeds along Monterey Street.

At the intersection of Garfield Street and Buena Vista Avenue, the southbound Garfield Street approach and the eastbound Buena Vista Avenue approach are not controlled by traffic control devices. It is recommended that the southbound Garfield Street be "stop" or "yield" controlled at its intersection with Buena Vista Avenue.

No improvements are warranted at the study intersections based on the level of service operations analysis. However, it is recommended that the US 101 northbound on-ramp be lengthened to meet current Caltrans standards and that southbound Garfield Street be "stop" or "yield" controlled at its intersection with Buena Vista Avenue.

III. PROJECT CONDITION

This section describes conditions with the proposed project and provides a brief description of the project, an estimate for the project trip generation quantities, the distribution and assignment of project trips and an evaluation of the "Existing Plus Project" traffic conditions.

A. Project Description

As previously stated, the proposed project involves the remodel/reconstruction of the existing Motel Inn which includes 68 guest rooms, two banquet rooms and a restaurant and the expansion of the Apple Farm Inn consisting of 58 new motel rooms and a spa. The proposed direct access to the project site will be provided via an existing driveway entrance extending from Monterey Street at the US 101 northbound on-ramp intersection. Secondary access will also be provided via an inter-parcel connection to the Apple Farm Inn development located immediately south of the project site.

B. Project Trip Generation, Distribution and Assignment

The project trip generation estimates were derived using trip generation rates contained in the *City of San Luis Obispo Public Works Department Traffic Impact Preparation Guidelines* (June 2000). The City of San Luis Obispo trip generation rates for the motel use are identical to the motel trip generation rates published by the Institute of Transportation Engineers (ITE). The ITE description of the motel land use indicates that motels provide sleeping accommodations and often a restaurant.

Exhibit 4 shows a summary of the AM and PM peak hour trip generation quantities associated with the proposed project. The project is expected to generate 1,148 daily trips, with 29 trips in and 52 trips out during the AM peak hour, and 39 trips in and 35 trips out during the PM peak hour. The restaurant and spa included in the project were considered ancillary uses supporting the motel uses. Any new trip generation associated with the restaurant use is presumed to be included in the motel trip generation rates since the ITE database of motels includes motel with restaurants.

The trips generated by the project are expected to be distributed on the road network in the same proportion as traffic in the vicinity of the project. Exhibit 5 shows the distribution and assignment of project trips onto the local road network used in this analysis. The overall distribution is as follows:

	<u>AM</u>		<u>PM</u>	
	In	Out	In	Out
Monterey Street (east):	55%	55%	60%	60%
US 101 (north):	15%	15%	10%	10%
Buena Vista Ave. (west):	0%	10%	0%	10%
Garfield Street (south):	5%	20%	0%	20%
<u>US 101 (south):</u>	<u>25%</u>	<u>-</u>	<u>30%</u>	<u>-</u>
TOTAL:	100%	100%	100%	100%

Approximately 632 Average Daily Trips (ADT) will be added to Monterey Street east of Buena Vista Avenue, 57 ADT will be added to Buena Vista Avenue, 115 ADT will be added to Garfield Street, 172 ADT will be added to US 101 southbound off-ramp, 86 ADT will be added to US 101 northbound off-ramp and 86 ADT will be added to US 101 northbound on-ramp. The peak hour project trips illustrated on Exhibit 5 were combined with the existing volumes illustrated on Exhibit 3 to create the “existing plus project” volumes as shown on Exhibit 6.

C. Project Condition Intersection Levels of Service

Intersection operations were evaluated using technical procedures documented in the 2000 Highway Capacity Manual (HCM). The TRAFFIX 7.5 (R1) software program was utilized to calculate the “existing plus project” intersection levels of service. Intersection levels of service for the project condition (existing plus project) are shown on Exhibit 7, with copies of the LOS worksheets included as Appendix E.

At the Monterey Street/Northbound US 101 ramps/project access intersection, Monterey Street/Buena Vista Avenue intersection and the Buena Vista Avenue/Garfield Street intersection, the worst-case minor street movements remain at the same LOS for “existing plus project” condition as for existing conditions during both the AM and PM peak hours. At the other study intersections, the level of service on the minor street approach changes by one level of service category for either the AM peak hour, PM peak hour or both peak hours, but in each

case the minor street approaches operate at LOS C or better. The locations with a level of service change associated with the project generated traffic are as follows:

1. US 101 Southbound Ramps/Buena Vista Avenue intersection - The worst case stop controlled approach on Buena Vista Avenue, operates at LOS C during the AM peak hour and LOS B during the PM peak hour under project conditions versus LOS B during the AM peak hour and LOS A during the PM peak hour under Existing Conditions.
2. Monterey Street/Garfield Street intersection - The Garfield Street approach operates at LOS B under Existing Conditions and LOS C under Project Conditions during the PM peak hour.
3. Monterey Street/Apple Farm/La Cuesta Inn driveway intersection - The worst case minor street approach operates at LOS B under Existing Conditions and LOS C under project conditions during the PM peak hour.

The study intersections are projected to operate within acceptable limits (LOS D or better) for "Existing Plus Project" condition and the proposed project will not significantly impact traffic operations at the study locations.

Existing Plus Project AM and PM peak hour volumes will not meet Caltrans peak hour volume signal warrant criteria. A copy of the signalization warrant worksheets are included in Appendix C.

To minimize impacts to traffic exiting US 101 onto Monterey Street, it is recommended that an eastbound left-turn lane be added on the US 101 northbound off-ramp at its intersection with Monterey Street and the Project Driveway upon the addition of project generated traffic. A conceptual design of the proposed left turn lane is provided on Exhibit 11. The proposed left turn lane would include a 180 foot storage lane plus 120 foot bay taper.

In summary, no improvements are warranted based on the level of service analysis for Existing Plus Project conditions and peak hour volume intersection signal warrants will not be met at the study intersections. To minimize impacts to traffic exiting northbound US 101 to Monterey Street, it is recommended that a left-turn lane be constructed at the intersection on the US 101 northbound off-ramp on the approach to the project driveway.

D. Project Access and Internal Circulation

The project will be accessed by Monterey Street with secondary access provided via an inter-parcel connection to the Apple Farm Inn development located south of the project. The study analysis showed that the minor street approaches at the Monterey Street intersection with the project access driveway will operate at better than the LOS D standard under existing, project, and cumulative conditions. However, the project will increase conflicts with traffic entering the northbound Highway 101 on-ramps. As mentioned in the Existing Conditions section of this report, travel speeds at this point can be excessive because vehicles are accelerating to enter northbound Highway 101.

To further improve access conditions for the proposed project, it is recommended that the access driveway for the proposed project be consolidated with the adjacent driveway that serves Trellis Court. In conjunction with the consolidation of the two driveways, it is recommended that the curb of Monterey Street be realigned to improve the delineation of the northbound Monterey Street travel lane as it continues to the northbound US 101 on-ramp. Also, the project should contribute to the modification of the on-ramp as described under the Existing Conditions section of this report. Exhibit 11 shows a conceptual plan of these improvements.

Two alternative configurations for ramp modifications were developed in addition to those described in the preceding paragraph. These do not provide all of the benefits achieved by the plan depicted on Exhibit 11. Exhibit 12 includes a similar lengthening of the northbound on-ramp and channelization of the northbound off-ramp. It also includes a consolidation of Trellis Court Motel and Motel Inn driveways to a single location. However, it does not include the reduction of the on-ramp radius from 300 feet to 200 feet. Also, it does not accomplish the reduction in travel speed on northbound Monterey Street that would be accomplished by the reduced radius on the entrance to the northbound on-ramp.

Exhibit 13 illustrates a third alternative which involves the construction of a roundabout at the junction of the northbound off-ramp and northbound on-ramp with the terminus of Monterey Street. This would require right-of-way acquisition and would create a confusing entrance to Monterey Street, especially for northbound off-ramp traffic. It could result in traffic going the wrong way on the roundabout. In addition, the roundabout is not located at a public street intersection. It is also located at the end of very tight radius with limited sight distance on the northbound off-ramp. Traffic stopped at the off-ramp attempting to comprehend the roundabout operation could result in rear end collisions on the off-ramp. The roundabout alternative is not recommended for this location.

IV. CUMULATIVE CONDITION

This section presents an analysis of cumulative traffic conditions, including a discussion of future trip generation, distribution and assignment and anticipated cumulative operating conditions.

A. Cumulative Projects Trip Generation, Distribution and Assignment

Future traffic volume projections for the local street network were derived from the City of San Luis Obispo Citywide Traffic Demand Forecasting Model and represent buildout of the City's General Plan plus buildout of the proposed (not-yet approved) Airport Area Specific Plan. The traffic model projected an Average Daily Traffic (ADT) of 9,650 along Monterey Street east of Garfield Street, an ADT of 510 along Garfield Street, an ADT of 7,660 along Buena Vista Avenue, an ADT of 980 on the US 101 northbound off-ramp, an ADT of 7,750 on the US 101 northbound on-ramp, and an ADT of 8,190 on the US 101 southbound off-ramp. Afternoon (PM) peak hour volumes were also projected by the traffic model. Growth factors between the existing PM peak hour volumes and cumulative PM peak hour volumes were established and used to compute cumulative AM peak hour volumes. The cumulative peak hour volumes (without and with project trips) are illustrated on Exhibits 9 and 10, respectively.

B. Cumulative Condition Intersection Levels of Service

Intersection levels of service for the “cumulative” condition (without and with project trips) are shown on Exhibits 9 and 10, respectively, with a copy of the LOS worksheets included as Appendix F (without project) and Appendix G (with project).

Intersection levels of service under cumulative conditions are the same with or without the proposed project during both the AM and PM peak hours.

Under cumulative conditions, the worst-case minor street approach operates at LOS D or better during the AM and PM peak hours with or without the project developed at the following intersections:

1. Monterey Street/Northbound On- & Off-Ramps/Project Access Driveway;
2. Monterey Street/Buena Vista Avenue;
3. Garfield Street/Buena Vista Avenue;
4. Monterey Street/Apple Farm/LaCuesta Inn Driveways

Cumulative condition traffic volumes at the four intersections listed above will not meet Caltrans Peak Hour Volume Signal Warrant criteria. Therefore, no additional improvements are recommended at these locations other than the improvements described for the previous analysis conditions.

The level of service analysis for the Monterey Street/Garfield Street intersection indicates that the Garfield Street approach to Monterey Street will operate at LOS C during the AM peak hour and LOS F during the PM peak hour with or without the project developed. The cumulative condition intersection volumes, however, will not meet Caltrans peak hour volume signal warrant criteria. Under these conditions, the decision to signalize the Monterey Street/Garfield Street intersection should be based on actual traffic volumes and operating conditions at the intersection, including accident history. It is recommended that the Monterey Street/Garfield Street intersection be monitored for possible signalization or, as an alternative, modified to all-way stop control as cumulative projects develop. With all-way stop control, the Monterey Street/Garfield Street intersection would operate at LOS A during the cumulative condition AM peak hour and LOS D during the cumulative condition PM peak hour without or with the project trips included in the intersection volumes. With signalization, the intersection would operate at LOS B during the AM and PM peak hour under cumulative conditions. Intersection level of service calculation worksheets with the modified traffic control are included in Appendix H.

Under cumulative conditions, the worst case Buena Vista Avenue approach to the southbound US 101 off-ramp intersection operates at LOS F during the AM peak hour with or without the project. The worst-case Buena Vista Avenue approach operates at LOS E during the PM peak hour without the project developed and LOS F during the PM peak hour with the project developed under cumulative conditions. The Buena Vista Avenue approaches at the intersection with the southbound US 101 off-ramp are stop controlled and the southbound off-

ramp approach is not controlled. The level of service analysis indicates that with cumulative traffic added to the road network, delays to vehicles on the Buena Vista Avenue approaches to the southbound ramps will increase to relatively high levels. However, the Caltrans peak hour signal warrants will not be met under cumulative conditions at the Buena Vista Avenue/southbound US 101 off-ramp intersection. As with the Monterey Street/Garfield Street intersection, it is recommended that the Buena Vista Avenue/southbound US 101 off-ramp intersection be monitored for possible signalization as cumulative projects develop. With all-way stop control, the intersection would operate at LOS F during the AM peak hour and LOS C during the PM peak hour under cumulative conditions. With signalization, the intersection would operate at LOS B under cumulative conditions during the AM and PM peak hours.

It should also be noted that a left turn volume of 798 vehicles is projected during the cumulative condition AM peak hour for the left turn movement from the southbound US 101 off-ramp to Buena Vista Avenue. At signalized intersections, Caltrans recommends that dual left turn lanes be provided when left turn volumes exceed 300 vehicles per hour, which in this case would require providing a second eastbound lane on the Buena Vista Avenue bridge over US 101. Potentially, signalization of the Buena Vista Avenue/Southbound US 101 off-ramp intersection could trigger the need to provide a second eastbound through lane on Buena Vista Avenue over US 101 or, as an alternative, the need to provide additional capacity at another location for left turn movements from southbound US 101 to the east side of US 101 to allow the Buena Vista Avenue grade separation to remain two lanes in width. If signalized and maintained as a single left turn lane, the signal would need to be timed to provide a majority of the green time to the southbound US 101 off-ramp during the AM peak hour. This would minimize the potential for the vehicle queue on the off-ramp to extend to the Highway 101 through lanes.

V. SUMMARY OF MITIGATION MEASURES

Recommended mitigation measures are presented below.

A. Existing Conditions

The following improvements are recommended to correct existing deficiencies:

1. Lengthen the US 101 northbound on-ramp at Monterey Street to meet current Caltrans standards. This is depicted on Exhibit 11.
2. Add "Yield" or "Stop" control on southbound Garfield Street at the Buena Vista Avenue intersection.

B. Existing Plus Project Conditions

In addition to improvements recommended for existing conditions, the following improvements are recommended under existing plus project conditions:

1. Construct a left turn lane on the US 101 northbound off-ramp at the Project Driveway intersection. Exhibit 11 shows a conceptual plan of this improvement.
2. Reconstruct the entrance driveway to the Motel Inn site to consolidate it with the adjacent driveway serving Trellis Court and to relocate the curb on the Monterey Street to improve the delineation of Monterey Street as it approaches the northbound US 101 on-ramp. Exhibit 11 shows a conceptual plan of this improvement.
3. Contribute to the lengthening of the US 101 northbound ramp at Monterey Street to meet current Caltrans standards as listed under Improvements Warranted for Existing Conditions. The prorata contribution could involve the reduction of the radius on the northbound on-ramp near its entrance from Monterey Street. This is because the project will only add about 10 morning peak hour trips and 4 evening peak hour trips to the approximately 150 existing morning peak hour trips and 488 evening peak hour trips utilizing this ramp. The project's percentage contributions are less than 10%.

C. Cumulative Conditions Without Project Trips

In addition to improvements recommended for existing conditions and existing plus project conditions, the following improvements are recommended under cumulative conditions:

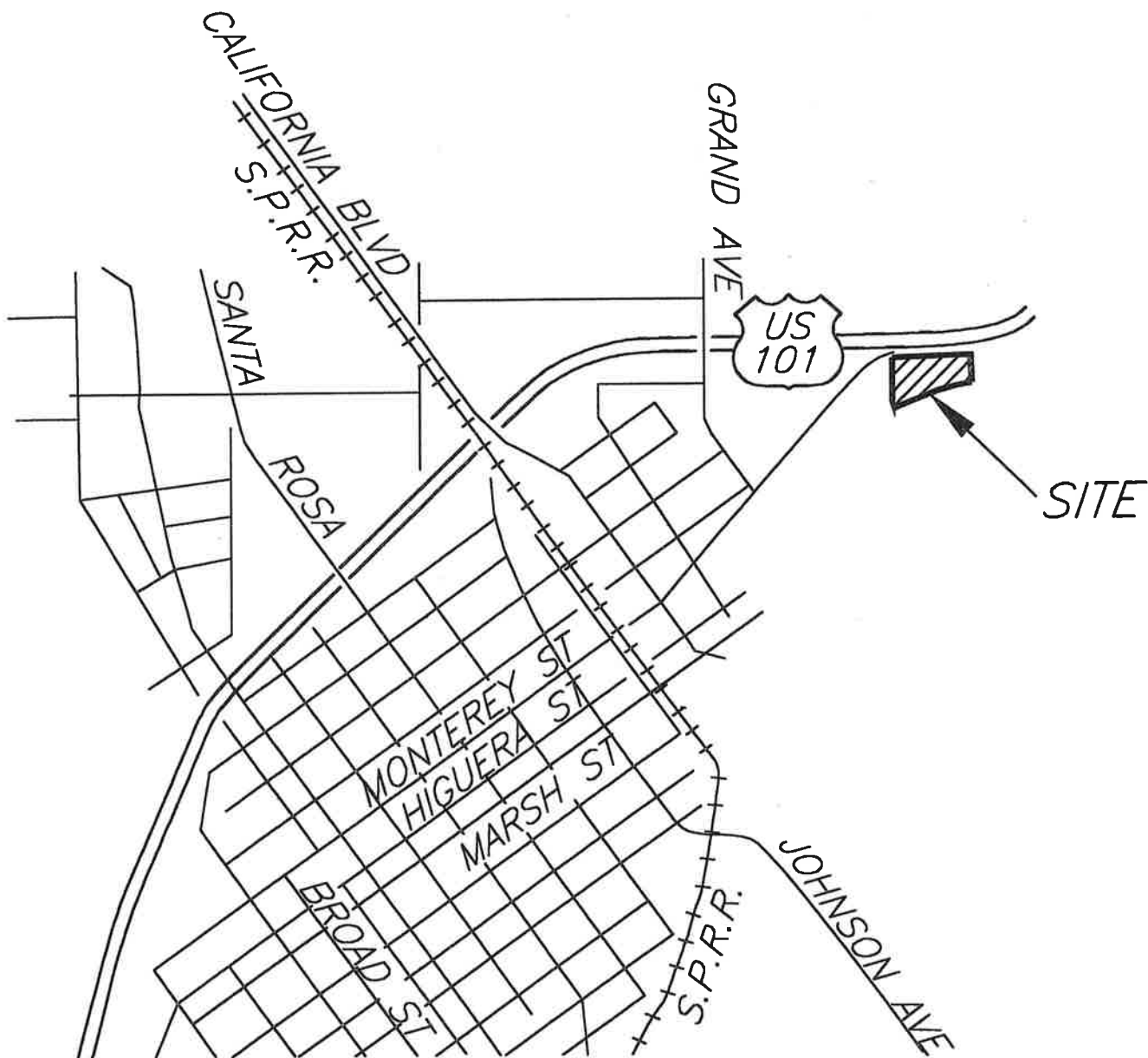
1. Monitor the Monterey Street/Garfield Street intersection for signalization or all-way stop control.
2. Monitor the Buena Vista Avenue/US 101 southbound off-ramp intersection for signalization.

D. Cumulative Conditions With Project Trips

No additional improvements beyond those recommend for the Cumulative Conditions Without Project Trips are recommended under Cumulative Conditions With Project Trips.



NO SCALE



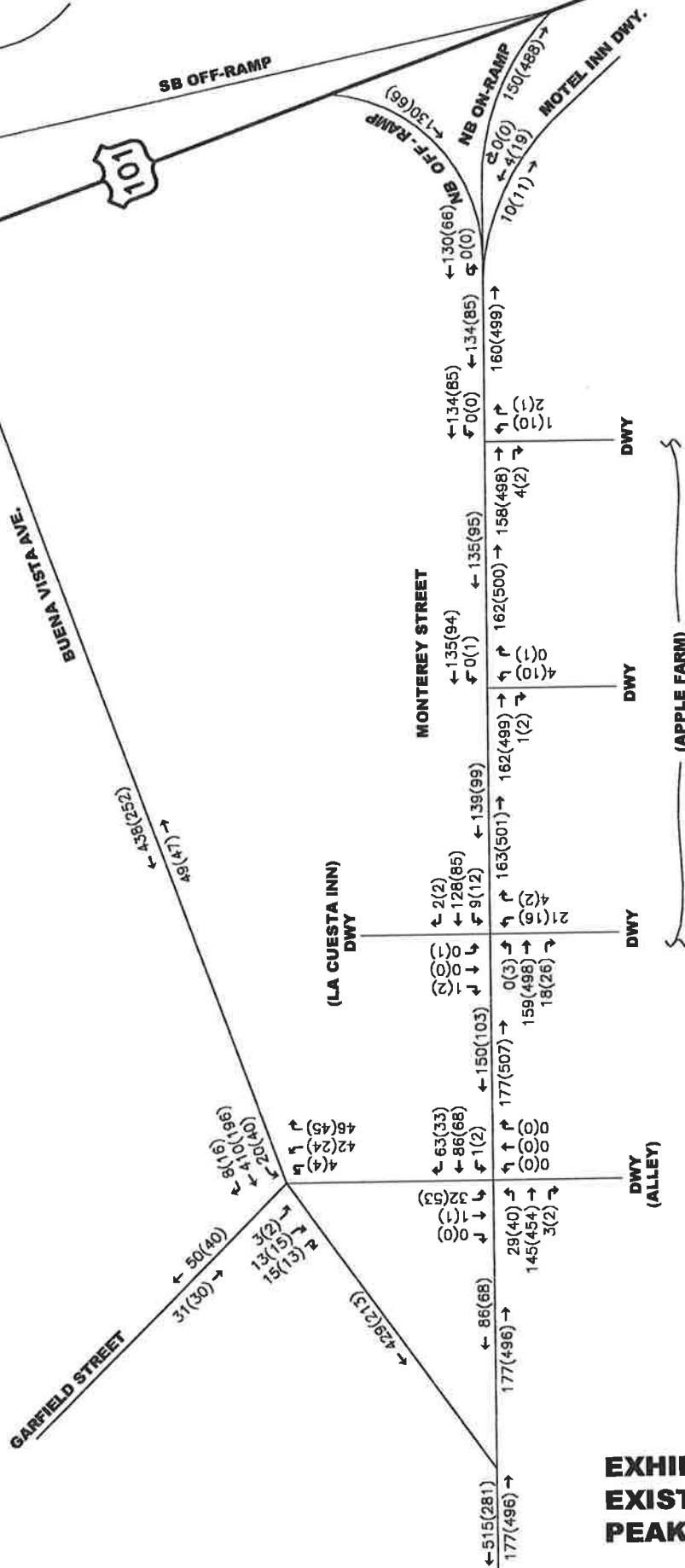
CITY OF SAN LUIS OBISPO

**EXHIBIT 1
PROJECT LOCATION MAP**



LEGEND

000 = AM PEAK HOUR TRAFFIC VOLUMES
 (000) = PM PEAK HOUR TRAFFIC VOLUMES



**EXHIBIT 3
 EXISTING AM(PM)
 PEAK HOUR VOLUMES**

	TISPG LAND USE	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR				
				TOTAL PEAK HOUR ADT	% OF ADT	IN OUT	TOTAL PEAK HOUR ADT	% OF ADT	IN OUT		
TRIP GENERATION RATES (vehicle trips per room)	MOTEL		9.11	0.64	7%	0.36	0.64	0.58	6%	0.53	0.47
<u>PROJECT TRIP GENERATION</u>											
MOTEL INN REMODEL	MOTEL	68 ROOMS	619	44	7%	16	28	40	6%	21	19
APPLE FARM INN EXPANSION		58 ROOMS	528	37	7%	13	24	34	6%	18	16
TOTAL		126	1,148	81		29	52	74		39	35

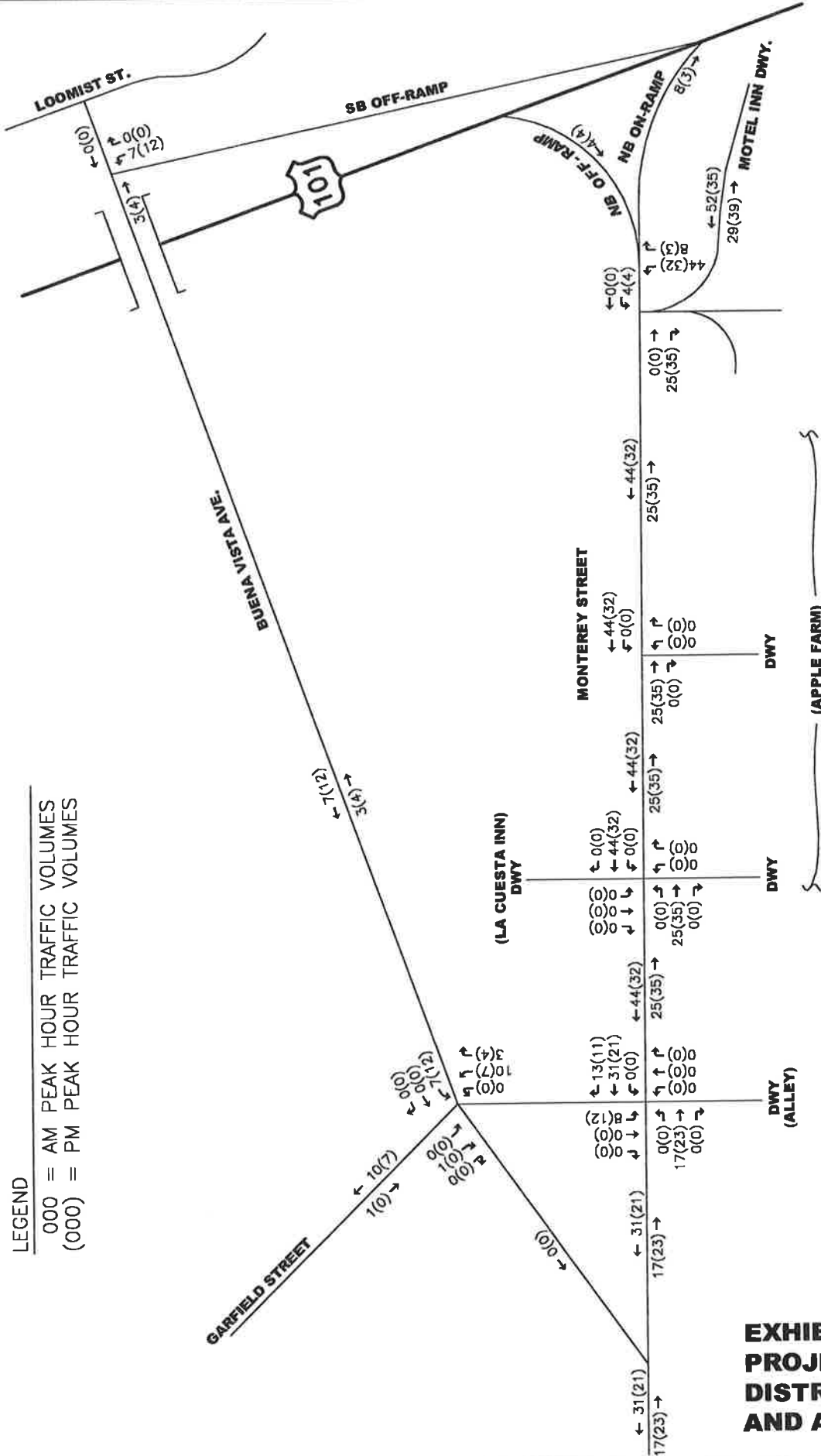
Notes:

1. Trip generation rates published by the City of San Luis Obispo Public Works Department Traffic Impact Study Preparation Guidelines (TISPG), June 2000.



LEGEND

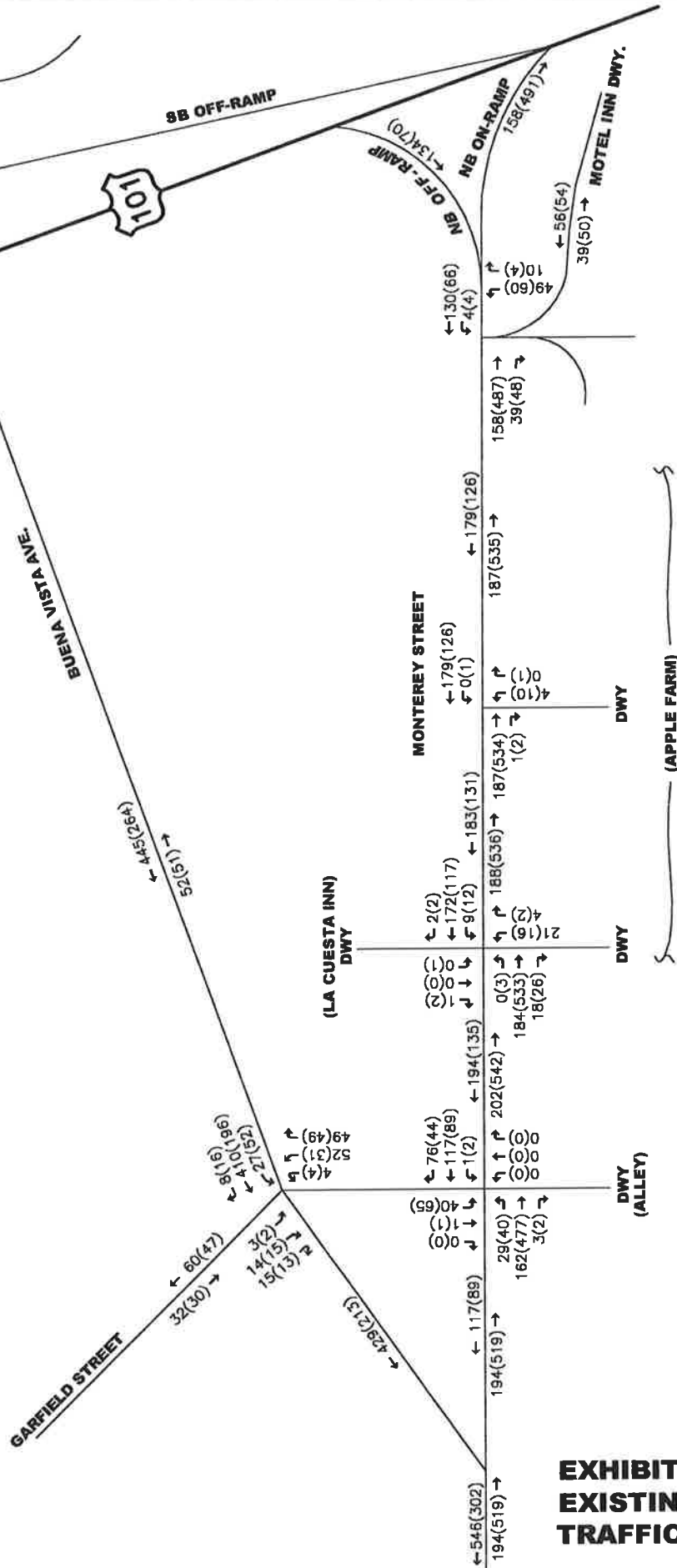
000 = AM PEAK HOUR TRAFFIC VOLUMES
 (000) = PM PEAK HOUR TRAFFIC VOLUMES



**EXHIBIT 5
 PROJECT TRIP
 DISTRIBUTION
 AND ASSIGNMENT**



LEGEND
 000 = AM PEAK HOUR TRAFFIC VOLUMES
 (000) = PM PEAK HOUR TRAFFIC VOLUMES



**EXHIBIT 6
 EXISTING PLUS PROJECT
 TRAFFIC VOLUMES**

N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	LOS Location	Existing Conditions						Existing + Project Conditions						Without Project Trips						Cumulative Conditions With Project Trips					
						AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr	
						Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1 NB US 101 On- and Off-Ramps & Project Access	Monterey Street	NB 1-L/R SB 1-L/R EB 1-T WB 1-T	Uncontrolled	D	WM	10.1 B	12.5 B	10.6 B	13.6 B	12.0 B	17.9 C	12.6 B	20.6 C																
2 Garfield Street	Monterey Street	NB 1-L/T SB EB 1-L, 1-T/R WB 1-L, 1-T/R	T Stop	D	WM	10.7 B	14.3 B	11.3 B	15.4 C	16.1 C	111.7 F	17.3 C	145.5 F																
3 Buena Vista Avenue	Monterey Street	NB 1-R SB EB 1-T WB 1-T	Yield	D	WM	11.5 B	9.6 A	12.0 B	9.7 A	28.8 D	11.5 B	34.1 D	11.8 B																
4 Garfield Street	Buena Vista Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB	Uncontrolled	D	WM	11.9 B	10.4 B	12.1 B	10.6 B	23.2 C	18.0 C	25.2 D	19.8 C																
5 SB US 101 Off-Ramp	Buena Vista Avenue	NB 1-L, 1-R SB 1-L EB 1-T WB 1-T	T Stop	D	WM	11.1 B	9.9 A	22.3 C	12.8 B	310.0 F	47.8 E	323.1 F	52.1 F																
6 Apple Farm/ La Cuesta Inn Driveways	Monterey Street	NB 1-L/T/R SB 1-L/T/R EB 1-L, 1-T/R WB 1-L, 1-T/R	Uncontrolled	D	WM	10.6 B	14.2 B	11.2 B	15.3 C	13.0 B	21.9 C	13.9 B	23.6 C																

- Notes:
1. L, T, R = Left, Through, Right
 2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound, Worse Movement
 3. Level of service calculated using 2000 Highway Capacity Manual methods
 4. Levels of service for intersection no. 1 use recommended improvements shown on Exhibit 8

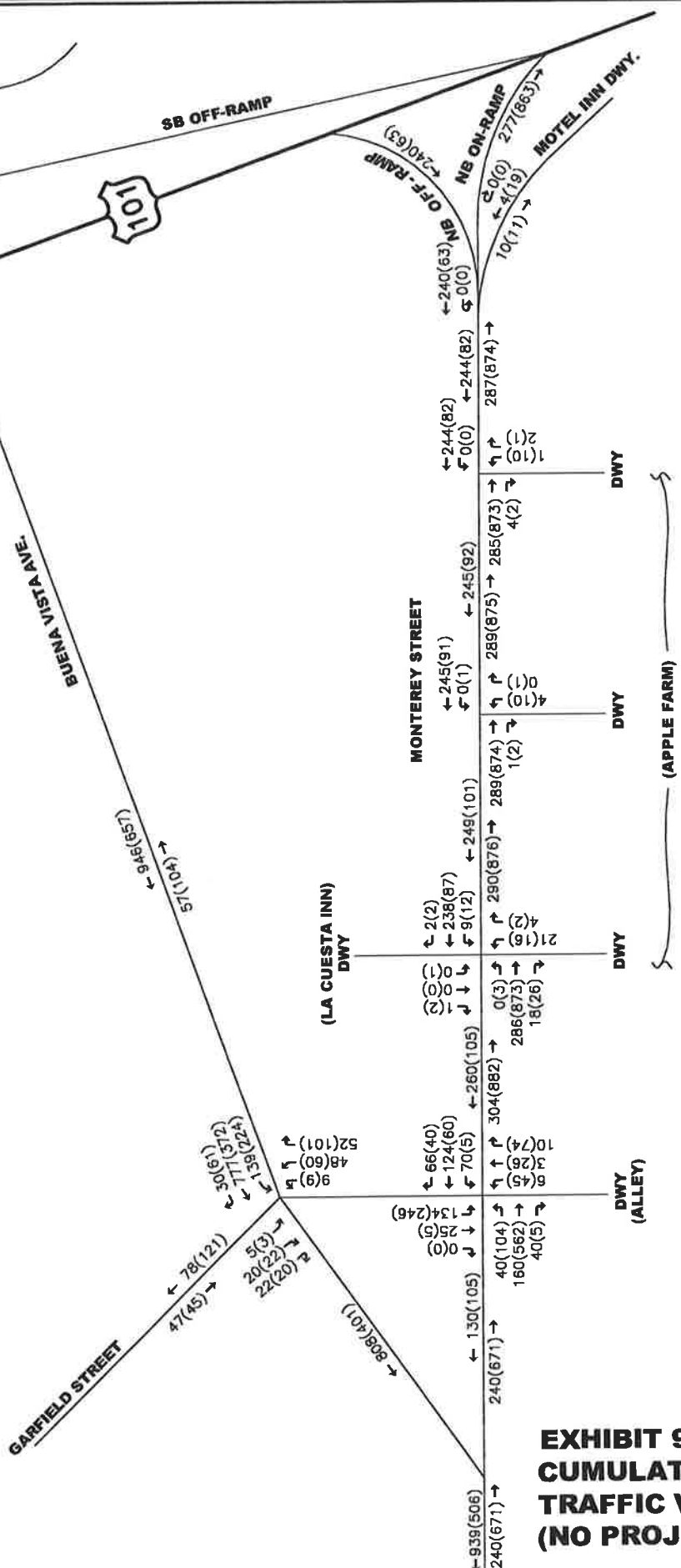
EXHIBIT 7
INTERSECTION
LEVELS OF SERVICE

N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	Existing Conditions	Existing + Project Conditions	Cumulative Conditions	
						Without Project Trips	With Project Trips
1 NB US 101 On- & Off-Ramp & Project Access	Monterey Street	NB SB 1-L/R EB 1-T WB 1-T	Uncontrolled	1. Lengthen US 101 NB On-Ramp to current Caltrans Standards	1. Add a left turn lane on the US 101 NB off-ramp at the Motel Inn driveway	No Additional Required	No Additional Required
2 Garfield Street	Monterey Street	NB 1-LT SB EB 1-L, 1-T/R WB 1-L, 1-T/R	"T" Stop	None Required	None Required	1. Monitor for signal or 4-way stop	No Additional Required
3 Buena Vista Avenue	Monterey Street	NB 1-R SB EB 1-T WB 1-T	Yield	None Required	None Required	None Required	None Required
4 Garfield Street	Buena Vista Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB	Uncontrolled	1. Add a Yield or Stop Sign on SB Garfield Street approach to Buena Vista Ave	No Additional Required	No Additional Required	No Additional Required
5 SB US 101 Off-Ramp	Buena Vista Avenue	NB SB 1-L, 1-R EB 1-T WB 1-T	"T" Stop	None Required	None Required	1. Monitor for signal or 4-way stop	No Additional Required
6 Apple Farm/ La Cuesta Inn Driveways	Monterey Street	NB 1-L/T/R SB 1-L/T/R EB 1-L, 1-T/R WB 1-L, 1-T/R	Uncontrolled	None Required	None Required	None Required	None Required

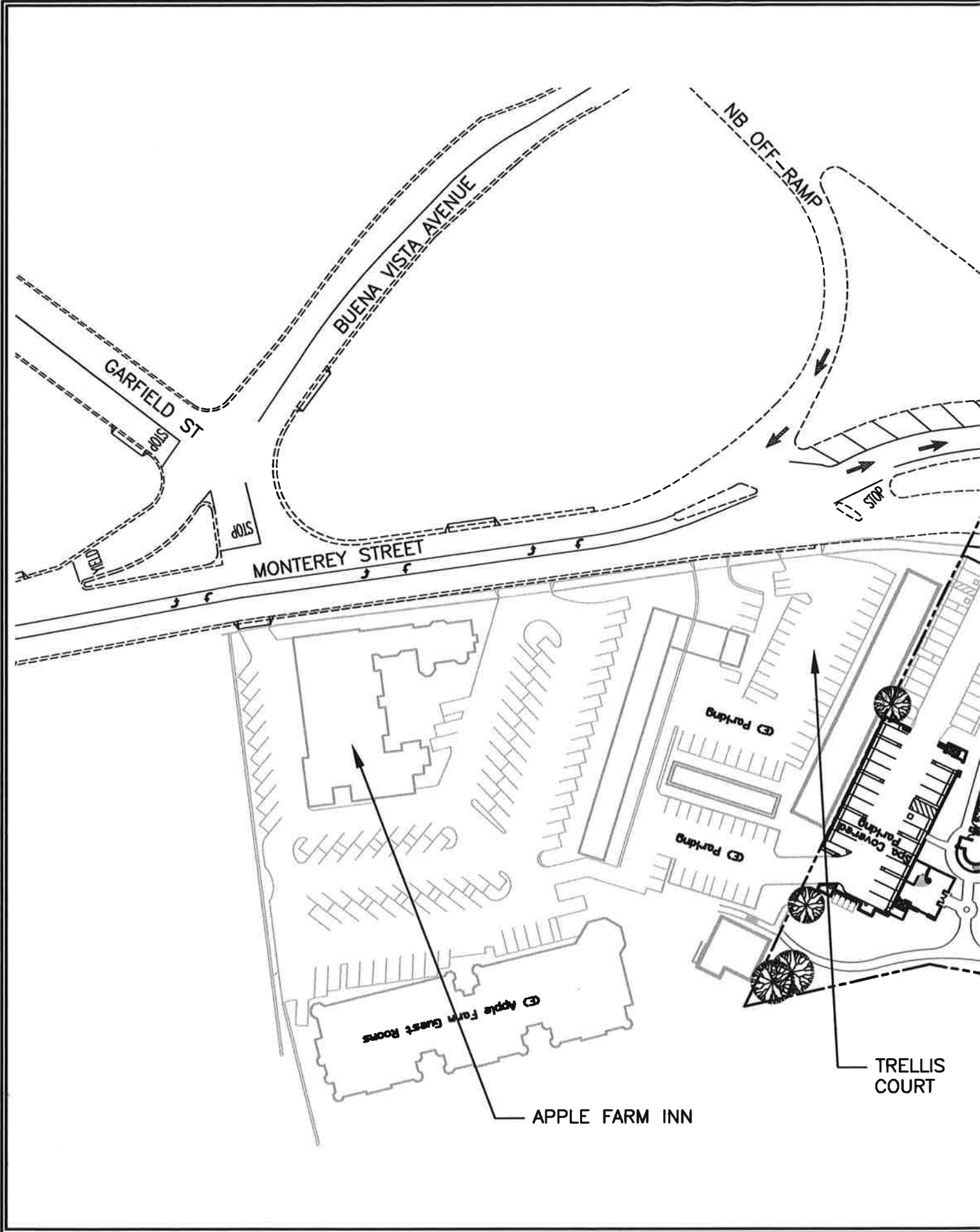
Notes: 1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound



LEGEND
 000 = AM PEAK HOUR TRAFFIC VOLUMES
 (000) = PM PEAK HOUR TRAFFIC VOLUMES



**EXHIBIT 9
 CUMULATIVE CONDITIONS
 TRAFFIC VOLUMES
 (NO PROJECT TRIPS)**





NO SCALE

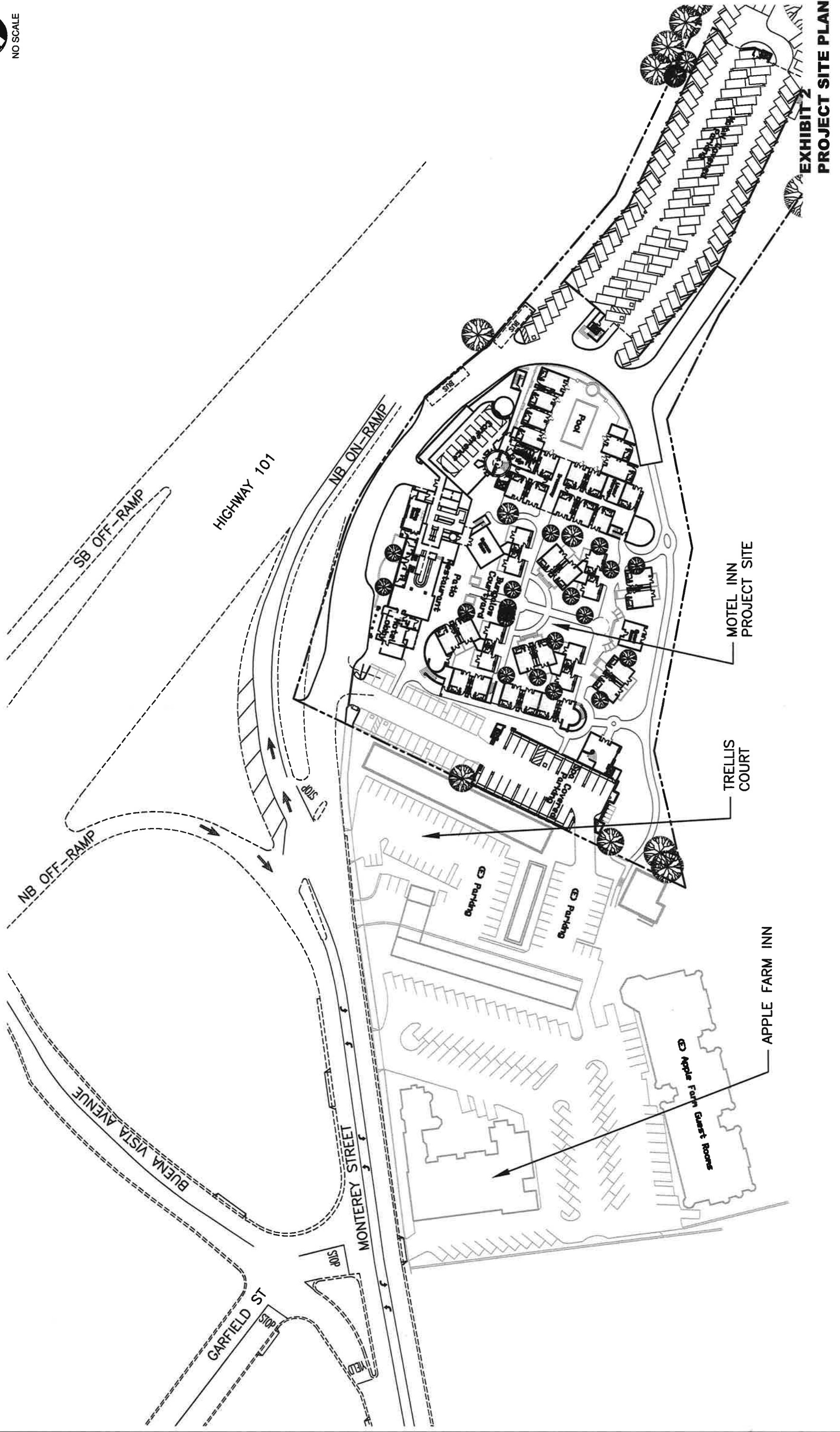
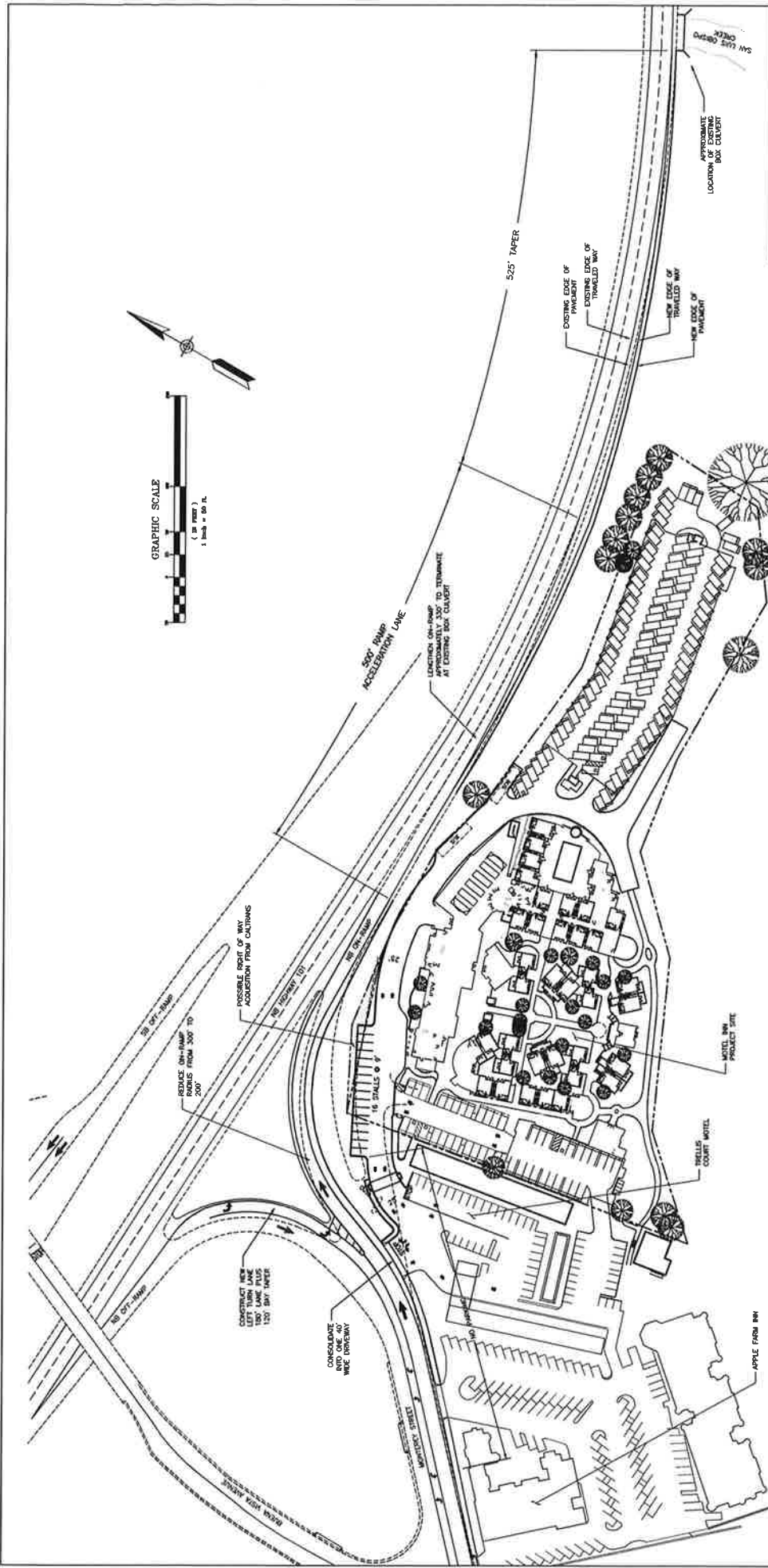


EXHIBIT 2
PROJECT SITE PLAN

Drawing: F:\2001\Jobs\01-073\Exhibits\01-073 Conceptual.dwg
Layout: Site Plan
Aug 09, 2001, 5:28am



**HIGGINS ASSOCIATES
CIVIL & TRAFFIC ENGINEERS**
1330 First Street, Suite A
Conroy, CA 95008
Phone: 408-948-2202
Fax: 408-948-2202
E-mail: info@higginsassoc.com

**EXHIBIT 11
MOTEL INN DRIVEWAY
OPTION 1
RELOCATE DRIVEWAY AND REDUCE
NORTHBOUND ON-RAMP RADIUS**

DATE: 01-14-08	SCALE: 1"=60'	SAN LUIS OBISPO COUNTY, CALIFORNIA	T-2
PROJECT NO: 08-001			SHEET 2 OF 3

OPTION 2 INCLUDES THE FOLLOWING:

1. PROVIDE ONLY ONE DRIVEWAY AND RELOCATE AS FAR SOUTH ALONG TRELIS COURT FRINGE AS POSSIBLE.
2. LENGTHEN THE NORTHBOUND ON-RAMP BY APPROXIMATELY 180 FEET.
3. ADD A LEFT TURN LANE TO THE NORTHBOUND OFF-RAMP.
4. PROHIBIT PARKING ALONG THE EAST SIDE OF MONTEREY STREET FROM THE APPLE FROM INN TO THE NORTHBOUND ON-RAMP.
5. REDUCE THE NORTHBOUND ON-RAMP RADIUS FROM 300' TO 200'.

