



Negative Declaration & Notice Of Determination

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

ENVIRONMENTAL DETERMINATION NO. ED Number 16-126

DATE: August 15, 2018

PROJECT/ENTITLEMENT: Ormonde Properties (Paso Robles Truck Center) Land Use Ordinance Amendment; LRP2013-00018 and Minor Use Permit DRC2014-00084

APPLICANT NAME: Ormonde Properties

Email: j

ADDRESS:

CONTACT PERSON:

Telephone:

PROPOSED USES/INTENT: Request to add Vehicle Service and Repair and Vehicle Retail Sales as an allowed use within the Wellsona Road Commercial Service Area Plan Standards in the Salinas River Area Plan. The amendment would allow the processing of a use permit for the development of a truck sales and service business (Paso Robles Truck Center) within the WRCSA. .

LOCATION: The WRCSA consists of approximately 48 acres in multiple parcels within the Commercial Service (CS) land use category that surround the intersection of Wellsona Road and Highway 101 (see map below), north of the City of Paso Robles, in the North County planning area (Salinas River sub area

LEAD AGENCY: County of San Luis Obispo
Dept of Planning & Building
976 Osos Street, Rm. 200
San Luis Obispo, CA 93408-2040
Website: <http://www.sloplanning.org>

STATE CLEARINGHOUSE REVIEW: YES NO

OTHER POTENTIAL PERMITTING AGENCIES: Caltrans

ADDITIONAL INFORMATION: Additional information pertaining to this Environmental Determination may be obtained by contacting the above Lead Agency address or (805)781-5600.

COUNTY "REQUEST FOR REVIEW" PERIOD ENDS AT4:30 p.m. (2 wks from above DATE)

30-DAY PUBLIC REVIEW PERIOD begins at the time of public notification

Notice of Determination

State Clearinghouse No. _____

This is to advise that the San Luis Obispo County _____ as *Lead Agency*
 Responsible Agency approved/denied the above described project on _____, and has made the following determinations regarding the above described project:

The project will not have a significant effect on the environment. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA. Mitigation measures and monitoring were made a condition of approval of the project. A Statement of Overriding Considerations was not adopted for this project. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Negative Declaration with comments and responses and record of project approval is available to the General Public at the 'Lead Agency' address above.

County of San Luis Obispo

Signature

Project Manager Name

Date

Public Agency



Initial Study Summary – Environmental Checklist

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

(ver 5.9) Using Form

Project Title & No. Ormonde Properties (Paso Robles Truck Center)
Land Use Ordinance Amendment LRP 2013-00018 and Minor Use Permit DRC 2014-00084 (ED16-126)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Geology and Soils	<input type="checkbox"/> Recreation
<input type="checkbox"/> Agricultural Resources	<input type="checkbox"/> Hazards/Hazardous Materials	<input checked="" type="checkbox"/> Transportation/Circulation
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Noise	<input checked="" type="checkbox"/> Wastewater
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Population/Housing	<input checked="" type="checkbox"/> Water /Hydrology
<input type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Public Services/Utilities	<input type="checkbox"/> Land Use

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Environmental Coordinator finds that:

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

Brian Pedrotti (bpedrotti@co.slo.ca.us)

Prepared by (Print)		8/14/18
	Signature	Date
Ellen Carroll, Environmental Coordinator		8-14-2018
Reviewed by (Print)	Signature	Date



Project Environmental Analysis

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The County Planning Department uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the County of San Luis Obispo Planning Department, 976 Osos Street, Rm. 200, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

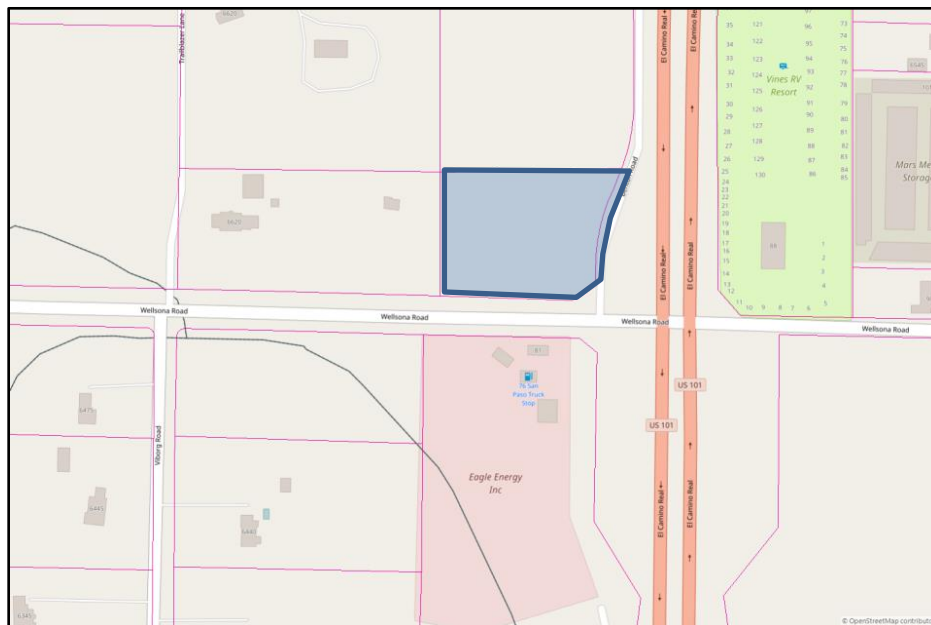
A. PROJECT

DESCRIPTION: Request by Ormonde Properties for a Land Use Ordinance Amendment and Minor Use Permit:

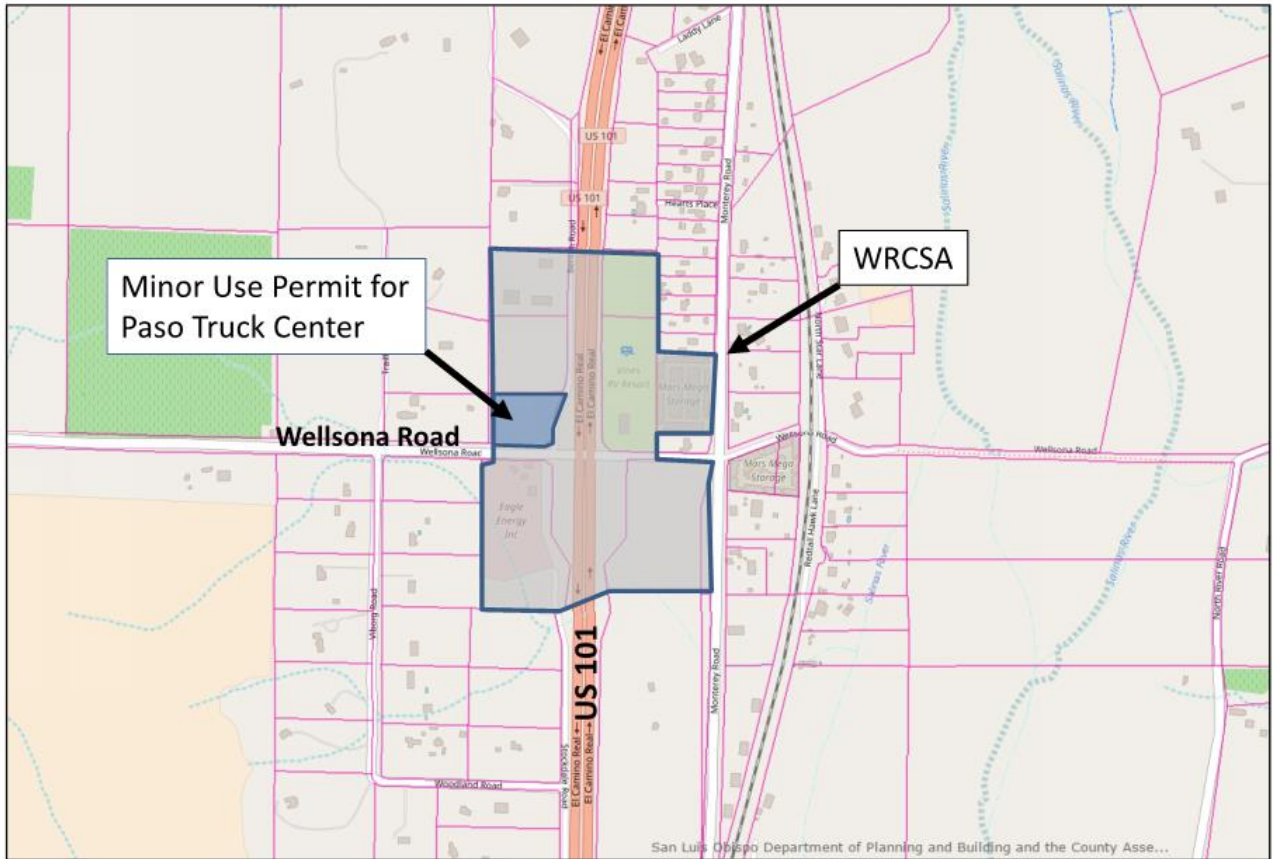
LRP 2013-00018 - Land Use Ordinance Amendment - Wellsona Commercial Area (WRCSA).

A request to add Vehicle Service and Repair and Vehicle Retail Sales as an allowed use within the Wellsona Road Commercial Service Area Plan Standards in the Salinas River Area Plan. The amendment would allow the processing of a use permit for the development of a truck sales and service business (Paso Robles Truck Center) within the WRCSA. The WRCSA consists of approximately 48 acres in multiple parcels within the Commercial Service (CS) land use category that surround the intersection of Wellsona Road and Highway 101 (see map below), north of the City of Paso Robles, in the North County planning area (Salinas River sub area).

Paso Robles Truck Center Site



Wellsona Road Commercial Services Area



DRC 2014-00084 Ormonde Properties Minor Use Permit - A request to develop the Paso Robles Truck Center, a new building for vehicle retail sales and vehicle service and repair. The proposal includes the construction of a new 27,788 square foot vehicle sales and service facility consisting of 18,630 square feet of service and maintenance area, 5,454 square feet of parts area, and a 3,704 square-foot sales and office area, with an outdoor impound yard and vehicle storage. The project will result in the disturbance of the entire 4.17-acre parcel (APN 027-321-027). The proposed project is within the WRCSA, in the Commercial Service land use category and is located on the northwest portion of the intersection of Wellsona Road and Benton Rd., approximately 90 feet West of El Camino Real (US 101), north of the City of Paso Robles, in the North County planning area (Salinas River sub area).

ASSESSOR PARCEL NUMBER(S): Wellsona Road Commercial Service Area: 027-321-027, -026, -034, -035, 026-103-021, 027-311-004, -005, and northern portion of 026-104-035

Paso Robles Truck Center Site: 027-321-027

Latitude: 35° 41' 47.34" N Longitude: 120° 41' 53.04" W

SUPERVISORIAL DISTRICT # 1

B. EXISTING SETTING

PLAN AREA: North County

SUB: Salinas River

COMM: Rural



LAND USE CATEGORY: Commercial Service

COMB. DESIGNATION: None

PARCEL SIZE: Paso Robles Truck Center -- 4.17 acres

TOPOGRAPHY: Nearly level to gently sloping

VEGETATION: Urban-built up, herbaceous

EXISTING USES: WRCSA: Paso RV Truck Stop, RV rental and resort, garbage collection service, some vacant Paso Robles Truck Center site: Existing parking lot

SURROUNDING LAND USE CATEGORIES AND USES:

<i>North:</i> Commercial Service; undeveloped	<i>East:</i> Commercial Service; Highway 101 and RV rental and resort
<i>South:</i> Commercial Service; Paso RV Truck Stop	<i>West:</i> Residential Rural; undeveloped agricultural uses



C. ENVIRONMENTAL ANALYSIS

During the Initial Study process, at least one issue was identified as having a potentially significant environmental effects (see following Initial Study). Those potentially significant items associated with the proposed uses can be minimized to less than significant levels.



COUNTY OF SAN LUIS OBISPO INITIAL STUDY CHECKLIST

1. AESTHETICS	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
a) <i>Create an aesthetically incompatible site open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Introduce a use within a scenic view open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the visual character of an area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Create glare or night lighting, which may affect surrounding areas?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Impact unique geological or physical features?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The WRCSA surrounds the intersection of Wellsona Road and Highway 101. The proposed Paso Robles Truck Center site is within the WRCSA and is located along the west side of Highway 101, north of the Wellsona Road intersection. The WRCSA is located outside of the Highway Corridor Design area. The surrounding area is characterized by gently rolling hillsides, the Salinas River and associated floodplain, grasses, scrub, and scattered oak trees. Land uses in the area are mixed, and include an RV resort, storage and industrial facilities, residences, and accessory uses. Areas immediately adjacent to the project site to the north and west are currently undeveloped. The Paso Robles Truck Center site is currently surfaced with asphalt and gravel, and a modular structure surrounded by low (approximately four-foot tall) green fencing.

Impact. The WRCSA is currently visible from both Highway 101 and Wellsona Road, as well as the frontage road (Benton Road). To a lesser degree, the WRCSA is indirectly visible from Monterey Road and Viborg Road. The proposed ordinance amendment would introduce vehicle service and repair and vehicle retail sales as a new use in the WRCSA.

In addition, the applicant has submitted a Minor Use Permit for the Paso Robles Truck Center, a new 27,788 square-foot vehicles sales and service facility with outdoor impound yard and vehicle storage



(refer to Project Graphics). The proposed building would be 31 feet in height, with metal siding and metal roofing.

The proposed ordinance amendment to allow vehicle service and repair and vehicle retail sales is consistent with the existing visual character of the area, which currently allows uses with similar visual impacts, including the existing truck stop and RV resort area. Similarly, the proposed Paso Robles Truck Center includes uses comparable to those in the surrounding area. Future development would likely be visible for approximately one mile from both the southbound and northbound travel lanes of Highway 101. The project site is visible for approximately 500 feet as seen from Wellsona Road. The applicant proposes to locate outdoor storage areas on the west side of the proposed buildings to shield storage materials from views along Highway 101.

Planning area standards listed in Section 22.104.040 of the County Land Use Ordinance require a continuous canopy of trees, at least 50 percent screening in front, and full screening in side and rear areas visible to Highway 101 for any project in the WRCSA, including the proposed Paso Robles Truck Center. Additional aesthetic requirements listed in the County Land Use Ordinance include the use of dark muted exterior colors, the use of non-reflective materials, down lighting, and installation of solid fencing.

Mitigation/Conclusion. No significant visual impacts are anticipated with the addition of vehicle service and repair and vehicle retail sales in the WRCSA. Existing provisions in the Land Use Ordinance adequately assure compatibility with the existing setting for future development in the WRCSA as well as for the proposed Paso Robles Truck Center (DRC 2014-00084). Based on the location of the proposed project, proposed use of grey metal exterior colors and materials, implementation of the proposed landscaping plan, and achievement of full screening from Highway 101 as required by the County Land Use Ordinance, no significant visual impacts would occur as a result of the proposed project and no additional mitigation is necessary.

2. AGRICULTURAL RESOURCES

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Convert prime agricultural land, per NRCS soil classification, to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Impair agricultural use of other property or result in conversion to other uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Conflict with existing zoning for agricultural use, or Williamson Act program?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Agricultural Resources

Setting. Project Elements. The following area-specific elements relate to the property’s importance for agricultural production:

Land Use Category: Commercial Service

Historic/Existing Commercial Crops: None

State Classification: Farmland of statewide importance, prime farmland if irrigated

In Agricultural Preserve? Yes, Paso AG Preserve Area

Under Williamson Act contract? No

The WRCSA, which includes the proposed Paso Robles Truck Center, is located within the Commercial Service land use category. Surrounding land use categories include Residential Suburban and Agriculture to the north and south, Rural Residential to the west and south, and Industrial to the east. The property in the Agriculture land use category is developed with a single-family residence and a corral. The soil types mapped for the project site are Arbuckle fine sandy loam (0-2%), San Ysidro loam (0-2%), and Hanford and Greenfield gravelly sandy loam (0-2%). As described in the NRCS Soil Survey, these soils are considered Class IV for "non-irrigated" soil, and Class I to IV for "irrigated" soil. The Paso Robles Truck Center site is currently surfaced with asphalt and gravel.

Impact. Based on the project site's land use category, location within a commercially-developed area, and lack of agricultural uses on or in the immediate vicinity, no significant impacts to agricultural resources would occur as a result of the WRCSA Ordinance Amendment or the Minor Use Permit for the Paso Robles Truck Center.

Mitigation/Conclusion. No mitigation measures are necessary.

3. AIR QUALITY

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Expose any sensitive receptor to substantial air pollutant concentrations?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Create or subject individuals to objectionable odors?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be inconsistent with the District's Clean Air Plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Result in a cumulatively considerable net increase of any criteria pollutant either considered in non-attainment under applicable state or federal ambient air quality standards that are due to increased energy use or traffic generation, or intensified land use change?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

GREENHOUSE GASES

f) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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3. AIR QUALITY

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
g) <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Air Quality

Setting. The Air Pollution Control District (APCD) has developed and updated their [CEQA Air Quality Handbook \(2012\)](#) to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted (prepared by APCD).

Greenhouse Gas (GHG) Emissions are said to result in an increase in the earth’s average surface temperature. This is commonly referred to as global warming. The rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth’s climate system. This is also known as climate change. These changes are now thought to be broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

The passage of AB32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the greenhouse gas emissions reduction goal for the State of California into law. The law required that by 2020, State emissions must be reduced to 1990 levels. This is to be accomplished by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (e.g., SB97-Greenhouse Gas Emissions bill) directed the California Air Resources Board (CARB) to develop statewide thresholds.

In March 2012, the San Luis Obispo County Air Pollution Control District (APCD) approved thresholds for GHG emission impacts, and these thresholds have been incorporated the APCD’s CEQA Air Quality Handbook. APCD determined that a tiered process for residential / commercial land use projects was the most appropriate and effective approach for assessing the GHG emission impacts. The tiered approach includes three methods, any of which can be used for any given project:

1. Qualitative GHG Reduction Strategies (e.g. Climate Action Plans): A qualitative threshold that is consistent with AB 32 Scoping Plan measures and goals; or,
2. Bright-Line Threshold: Numerical value to determine the significance of a project’s annual GHG emissions; or,
3. Efficiency-Based Threshold: Assesses the GHG impacts of a project on an emissions per capita basis.

For most projects the Bright-Line Threshold of 1,150 Metric Tons CO₂/year (MT CO₂e/yr) will be the most applicable threshold. In addition to the residential/commercial threshold options proposed above, a bright-line numerical value threshold of 10,000 MT CO₂e/yr was adopted for stationary source (industrial) projects.

It should be noted that projects that generate less than the above-mentioned thresholds will also participate in emission reductions because air emissions, including GHGs, are under the purview of the California Air Resources Board (or other regulatory agencies) and will be “regulated” either by CARB,



the Federal Government, or other entities. For example, new vehicles will be subject to increased fuel economy standards and emission reductions, large and small appliances will be subject to more strict emissions standards, and energy delivered to consumers will increasingly come from renewable sources. Other programs that are intended to reduce the overall GHG emissions include Low Carbon Fuel Standards, Renewable Portfolio standards and the Clean Car standards. As a result, even the emissions that result from projects that produce fewer emissions than the threshold will be subject to emission reductions.

Under CEQA, an individual project's GHG emissions will generally not result in direct significant impacts. This is because the climate change issue is global in nature. However, an individual project could be found to contribute to a potentially significant cumulative impact. Projects that have GHG emissions above the noted thresholds may be considered cumulatively considerable and require mitigation.

The project proposes to disturb soils that have been given a wind erodibility rating of 3-5, which is considered "moderately low" to "moderate".

The proposed project is within close proximity to a gasoline dispensing facility.

Impact - WRCSA Ordinance Amendment. The proposed ordinance amendment to add Vehicle Service and Repair and Vehicle Retail Sales as an allowed use is not anticipated to result in additional air quality impacts. The proposed use is similar to other already allowed uses that generate air quality impacts in the WRCSA, including truck stops, vehicle storage, small scale manufacturing, and recycling and scrap. Although some specific uses may require permits from the APCD, no impacts are anticipated from the ordinance amendment as the new allowed uses are similar to uses already allowed, and existing regulations require permits.

Impact - Paso Robles Truck Center. The proposed projects were referred to the APCD for review. The APCD identified several potentially significant air quality impacts from the Minor Use Permit for the Paso Robles Truck Center resulting from construction emissions, including the generation of fugitive dust, the release of naturally-occurring asbestos, and developmental burning of vegetative material. Operation of the proposed project would not result in over 10 lbs of emissions per day, and would not exceed the APCD's threshold for operational emissions.

Fugitive Dust. Construction of the proposed Paso Robles Truck Center project would result in the disturbance of approximately 1.66 acres. During grading and construction activities, fugitive dust would be generated by the disturbance of soil and may result in a nuisance to adjacent properties and land uses.

Material-Containing Asbestos. Asbestos-containing materials could be encountered during the demolition, relocation, or remodeling of existing buildings. Asbestos can also be found in utility pipes/pipelines. If asbestos is present in onsite structures, proposed demolition activities would result in a release of asbestos and a potentially significant air quality impact.

Developmental Burning. On February 5, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County; however, in certain situations where no technically feasible alternative is available, limited burning may be allowed. Unregulated burning would result in a potentially significant air quality impact.

Construction Phase Idling Limitations. This project is within 1,000 feet of several residential sensitive receptors and will have diesel powered construction activity in close proximity to these sensitive receptors.



Operational Phase Impacts. From an operational standpoint, based on Table 1-1 of the CEQA Air Quality Handbook (2012), the project will not exceed operational thresholds triggering mitigation. The project is consistent with the general level of development anticipated and projected in the Clean Air Plan. No significant air quality impacts are expected to occur.

Health Risk Assessment -Type A - New Toxic Source that Impacts Sensitive Receptors

This project has the potential to emit toxic or hazardous air pollutants and is located in close proximity to sensitive receptors. Sensitive receptor locations include schools, residential dwellings, parks, day care centers, nursing homes, and hospitals. Health impacts may be significant due to increased cancer risk for the affected population, even at a very low level of emissions. Such projects are required to prepare a health risk assessment to determine the potential level of risk associated with their operations.

In July 2009, the California Air Pollution Control Officers Associations (CAPCOA) adopted a guidance document, "HEALTH RISK ASSESSMENTS FOR PROPOSED LAND USE PROJECTS," to provide uniform direction on how to assess the health risk impacts from and to proposed land use projects'

The CAPCOA guidance document focuses on how to identify and quantify the potential acute, chronic, and cancer impacts of sources under CEQA review. As defined in the CAPCOA guidance document there are basically two types of land use projects that have the potential to cause long-term public health risk impacts and are named Type A and Type B.

The Paso Robles Truck Center is considered a Type A project, a new proposed land use project that generate toxic air contaminants (such as loading docks, gasoline stations, distribution facilities or asphalt batch plants) that impact sensitive receptors. Air districts across California are uniform in their recommendation to use the significance thresholds that have been established under each district's "Hot Spots" and permitting programs. The APCD has defined the excess cancer risk significance threshold at 10 in a million for Type A projects in San Luis Obispo County.

The applicant submitted a Health Risk Assessment to the APCD for review (Kirk Consulting, 12/15/2015), which determined that the proposed project will remain below the SLOCAPCD cancer risk threshold of 10 in a million with a resulting 9.83 in a million-cancer risk in the worst case scenario. The APCD reviewed the HRA and concurred with the results, with the condition that the heavy duty truck service department will not be open during weekends.

This project is an ordinance amendment that adds vehicle repair and service and vehicle retail uses to the Wellsona Commercial Area, as well as a specific vehicle repair and service establishment (Paso Robles Truck Center) on one of the parcels. Using the GHG threshold information described in the Setting section, the project is expected to generate less than the Bright-Line Threshold of 1,150 metric tons of GHG emissions. Therefore, the project's potential direct and cumulative GHG emissions are found to be less significant and less than a cumulatively considerable contribution to GHG emissions. Section 15064(h)(2) of the CEQA Guidelines provide guidance on how to evaluate cumulative impacts. If it is shown that an incremental contribution to a cumulative impact, such as global climate change, is not 'cumulatively considerable', no mitigation is required. Because this project's emissions fall under the threshold, no mitigation is required.

Mitigation/Conclusion.

WRCSA Ordinance Amendment. No significant impacts are anticipated with the additional proposed uses, and no mitigation measures are necessary.

Paso Robles Truck Center. Based on the project's previously identified air quality impacts, the applicant has agreed to implement the following measures to reduce air quality impacts to less than



significant levels:

Fugitive Dust (PM₁₀). To minimize nuisance dust impacts, the applicant is required to implement APCD fugitive dust mitigation measures including reducing the amount of disturbed area where possible, the use of water trucks or sprinkler systems to water down airborne dust, daily spraying of dirt stock-pile areas, paving of applicable surfaces as soon as possible after grading, laying of building pads as soon as possible.

Material-Containing Asbestos. Prior to demolition of onsite structures or underground pipes, the applicant has agreed to comply with the requirements listed in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M – asbestos NESHAP). These requirements include but are not limited to: 1) APCD notification; 2) completed asbestos survey conducted by a Certified Asbestos Inspector, and; 3) applicable removal and disposal requirements of identified asbestos-containing materials.

Developmental Burning. To minimize the effects of vegetative burning on regional air quality, the applicant is required by regulation to avoid burning, or if no alternative is available, obtain a burn permit from the APCD and County Fire/California Department of Forestry, and comply with all conditions required by these agencies.

Construction Phase Idling. To minimize the effects of diesel vehicles and equipment used to construct the project, the applicant shall implement idling control techniques.

Operational Phase. To minimize the ongoing operational impacts of truck traffic on sensitive receptors in the vicinity, the applicant shall limit heavy duty truck trips to weekdays only.

Implementation of the mitigation measures described above and listed in Exhibit B would mitigate all identified air quality impacts associated with the Paso Robles Truck Center to less than significant levels.

4. BIOLOGICAL RESOURCES

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in a loss of unique or special status species* or their habitats?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce the extent, diversity or quality of native or other important vegetation?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Impact wetland or riparian habitat?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Interfere with the movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Conflict with any regional plans or policies to protect sensitive species, or regulations of the California Department of Fish & Wildlife or U.S. Fish & Wildlife Service?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

* Species – as defined in Section 15380 of the CEQA Guidelines, which includes all plant and wildlife species that fall under the category of rare, threatened or endangered, as described in this section.



Biological Resources

Setting. The following are existing elements on or near the proposed project relating to potential biological concerns:

On-site Vegetation: Urban built-up and herbaceous

Name and distance from blue line creek(s): Parcel is approximately 300 feet Northeast of an unnamed blue line creek.

Habitat(s): [None](#)

The WRCSA and specific project site occur within the Carrizo Vernal Pool Region, as designated by the California Department of Fish and Game. Vernal pool habitat consists of seasonal wetlands (i.e. areas that pond water during the wet season and dry up during the summer months) that may provide habitat for sensitive aquatic plant and animal species.

Approximately 2.48 acres of the Paso Robles Truck Center site are currently surfaced with asphalt and gravel, and the remainder supports annual grassland. One blue oak tree is located adjacent to Wellsona Road. No creek, drainage, or wetland areas are present onsite. A vernal pool habitat survey conducted by Mr. Daniel E. Meade for this property did not result in the identification of suitable vernal pool habitat (Althouse and Meade; April 20, 2004). Following the original land use permit approval, the site was extensively graded and partially paved. Based on the significant disturbance on the site, no additional updated biological resource studies were necessary.

The California Natural Diversity Database (2017) identified the following sensitive species or habitats within close proximity of the proposed project: San Joaquin Kit Fox (*Vulpes macrotis mutica*) and San Joaquin Pocket Mouse (*Perognathus inornatus inornatus*). San Joaquin kit fox is a Federally Endangered and State Threatened species. The grassland portion of the project site may provide habitat for San Joaquin kit fox. San Joaquin pocket mouse prefers shrubby ridge tops and hillsides and open, sandy areas with grasses and forbs. The habitat in the WRCSA and on the project site is not favorable for San Joaquin pocket mouse habitat, and this species is unlikely to be affected by future development of the project site.

The Natural Diversity Database also identified this area as important habitat for the San Joaquin Kit Fox, a federally listed endangered species and a state listed threatened species.

Impact – WRCSA Ordinance Amendment. The proposed ordinance amendment to add vehicle service and repair and vehicle retail sales will not result in additional impacts to potential habitat in the WRCSA. Similar uses are already allowed in this area. Future development proposed on other areas of the WRCSA will be evaluated for vernal pool habitat at the time of application.

Impact – Paso Robles Truck Center site: A Kit Fox Habitat Evaluation Form completed by Daniel E. Meade determined that 4.2 acres of potential San Joaquin kit fox habitat would be affected by development of the originally proposed project (Althouse and Meade; April 8, 2004). The evaluation form was reviewed by Mr. Bob Stafford, California Department of Fish and Game (CDFG), and Mr. Stafford determined that 1.7 acres of the project site currently supporting annual grassland would be impacted by the proposed development. The remainder of the project site, currently surfaced with asphalt and gravel, does not currently support San Joaquin kit fox habitat (Stafford; April 29, 2004). A grading permit was approved and subsequently expired for the site in 2005 (PMT2005-00687), which included payment of the kit fox habitat fee. Subsequently, the site was extensively graded and partially paved based on the permit approval, and payment of the kit fox habitat fee was made.

Implementation of the proposed project including grading activities would impact the root zone of one blue oak tree. The applicant is not proposing the removal of any trees.



Mitigation/Conclusion – Wellsona Commercial Area. The proposed new uses of vehicle service and repair and vehicle retail sales in the WRCSA are similar to other existing uses and will result in less than significant impacts. Future impacts of development within the WRCSA will be evaluated and addressed through individual project review.

Mitigation/Conclusion – Wellsona Commercial Area. Based on the previous grading on the site, the payment of kit fox habitat fees, and the fencing that surrounds the property, no additional mitigation for kit fox is required.

Native and Important Vegetation. To mitigate for the impacts to one blue oak tree, the applicant has agreed to a 2:1 replacement ratio for all impacted trees, for a total replacement count of two.

The implementation of the above measures will mitigate biological impacts to a level of insignificance.

5. CULTURAL RESOURCES

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Disturb archaeological resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Disturb historical resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Disturb paleontological resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Cause a substantial adverse change to a Tribal Cultural Resource?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Cultural Resources

Setting. The project is located in an area historically occupied by the Obispeno Chumash and Southern Salinan Native Americans. The project site is located in the vicinity of the Salinas River. No historic structures are present and no paleontological resources are known to exist in the area. The project is within 300 feet of a perennial water body. Potential for the presence or regular activities of the Native American increases in close proximity to reliable water sources. Paleontological resources are not anticipated to be present.

The County archaeological maps were consulted to determine if significant archaeological resources are documented in the vicinity of the project site. Significant cultural sites are documented adjacent to the Salinas River, on the east side of Highway 101. No known sites are present in the immediate vicinity of the project site. In order to meet AB52 Cultural Resources requirements, staff conducted outreach to four Native American tribal groups (Northern Salinan, Xolon Salinan, Yak Tityu Tityu Northern Chumash, and the Northern Chumash Tribal Council). Consultation was conducted with the Salinan Tribe of Monterey and San Luis Obispo Counties, who requested that a Phase I surface study be conducted and if resources were encountered requested that a qualified archaeologist along with a cultural resource specialist from the tribe be on site during all ground disturbing activities. A Phase I survey was conducted (Heritage Discoveries, Inc., April 26, 2017) and no resources were encountered. AB52, tribal consultation was completed, and no resources were identified.

Impact. Based on the cultural resources surface survey and tribal consultation, no resources were identified. Impacts to historical or paleontological resources are not expected.

Mitigation/Conclusion. No significant cultural resource impacts are expected to occur, and no mitigation measures are necessary.

6. GEOLOGY AND SOILS

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone", or other known fault zones*?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Include structures located on expansive soils?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Preclude the future extraction of valuable mineral resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

* Per Division of Mines and Geology Special Publication #42

Setting. The following relates to the project's geologic aspects or conditions:

Topography: Nearly level to gently sloping

Within County's Geologic Study Area?: No

Landslide Risk Potential: High

Liquefaction Potential: Low

Nearby potentially active faults?: No Distance? Not applicable

Area known to contain serpentine or ultramafic rock or soils?: No

Shrink/Swell potential of soil: Low

Other notable geologic features? None



Setting/Impact

Geology and Soils. The topography of the WRCSA and Paso Robles Truck Center site is nearly level to gently sloping. The area proposed for development is outside of the Geologic Study Area designation. The landslide risk potential is considered high. The liquefaction potential during a ground-shaking event is considered low. No active faulting is known to exist on or near the project site. The project is not within a known area containing serpentine rock. There is no evidence that measures above what will already be required by ordinance or code are needed.

Drainage. The area proposed for development is outside the 100-year Flood Hazard designation. As described in the NRCS Soil Survey, the soils mapped for the site are Arbuckle fine sandy loam, San Ysidro loam, and Hanford and Greenfield gravelly sandy loams, all moderately drained soils. No specific measures above what will already be required by ordinance or code are considered necessary.

Sedimentation and Erosion. The applicant for the Paso Robles Truck Center proposes to disturb approximately 1.66 acres. As described in the NRCS Soil Survey, the soil surface is considered to have low to high erodibility and has a low shrink-swell characteristic. During a rain event, disturbed soils may erode and result in down-gradient sedimentation. A sedimentation and erosion control plan is required for all construction and grading projects (LUO Sec. 22.52.120, CZLUO Sec. 23.05.036) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts.

Mitigation/Conclusion. The applicant of the Minor Use Permit for the Paso Robles Truck Center is required to prepare and submit an erosion and sedimentation control plan including both temporary and permanent measures to stabilize disturbed soils and prevent sedimentation. Implementation of this required standard would mitigate potential erosion and sedimentation impacts, and no additional measures are necessary. There is no evidence that measures above what will already be required by ordinance or codes are needed. No geology and soils impacts are anticipated with the WRCSA Ordinance Amendment, as the added use of Vehicle Repair and Sales does not by itself create impacts.

7. HAZARDS & HAZARDOUS MATERIALS - Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

7. HAZARDS & HAZARDOUS MATERIALS - Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
d) <i>Be located on, or adjacent to, a site which is included on a list of hazardous material/waste sites compiled pursuant to Gov't Code 65962.5 ("Cortese List"), and result in an adverse public health condition?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Impair implementation or physically interfere with an adopted emergency response or evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>If within the Airport Review designation, or near a private airstrip, result in a safety hazard for people residing or working in the project area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Increase fire hazard risk or expose people or structures to high wildland fire hazard conditions?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Be within a 'very high' fire hazard severity zone?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>Be within an area classified as a 'state responsibility' area as defined by CalFire?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. Within the WRCSA, the existing San Paso RV Truck Stop (APN 026-103-021) falls under Government Code Section 65962.5 (known as the Hazardous Waste and Substances Site (Cortese) List), which includes one or more of the following: improper handling or disposal at hazardous waste facilities, land designated as hazardous waste property, hazardous waste disposal sites. Specifically, the incident is listed with the State Water Resource Control Board's GeoTracker, which recognizes leaking underground tank cleanup sites (and DTSC Cleanup Sites). The Paso Robles Truck Center site is not found on the "Cortese List".

The Applicant has completed the 'Hazardous Waste Substances Statement' as required under subsection (f) of Section 65962.5 and is included in attached Correspondence

Remedial work has been completed and the Central Coast RWQCB has approved that the work done satisfies their remediation requirements. No further work is needed. The status of this incident is that it is considered 'closed' and the problem has been resolved.

With regards to potential fire hazards, the subject project is within the high Fire Hazard Severity Zone(s). Due to local jurisdiction, emergency response time is not available for this area. Refer to the Public Services section for further discussion on Fire Safety impacts.

Impact. The project, including both the WRCSA Ordinance Amendment and the Paso Robles Truck Center, may involve the use of hazardous materials or generation of hazardous wastes. Uses allowed



in the Commercial Service land use category, including some in the WRCSA and additional uses allowed under the proposed amendment may involve use and storage of hazardous materials (such as those associated with vehicle service). Existing state and local requirements govern the storage use and disposal of these hazardous materials including but not limited to a Hazardous Materials Business Plan. The proposed Paso Robles Truck Center site is not found on the 'Cortese List' and does not present a significant fire safety risk nor is it expected to conflict with any regional emergency response or evacuation plan.

Mitigation/Conclusion. Implementation of the required Commercial Minor Use Plan Fire Safety Plan would mitigate potential fire hazards to a level of insignificance, and no additional mitigation measures are necessary.

8. NOISE

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Expose people to noise levels that exceed the County Noise Element thresholds?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Generate permanent increases in the ambient noise levels in the project vicinity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Cause a temporary or periodic increase in ambient noise in the project vicinity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Expose people to severe noise or vibration?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>If located within the Airport Review designation or adjacent to a private airstrip, expose people residing or working in the project area to severe noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting.

Noise Exposure. The WRCSA is located on both sides of Highway 101, which is the primary source of noise in the area. The topography between the road and the Paso Robles Truck Center site is gently sloping. According to the County Noise Element, the entire Paso Robles Truck Center site is located within the 65 Ldn noise contour (County of San Luis Obispo; May 1992). The applicant is proposing to construct a vehicles sales and service facility with outdoor impound yard and vehicle storage. According to the Noise Element, offices are considered a noise sensitive land use, and noise exposure between 60 and 75 Ldn is considered "conditionally acceptable". Retail, warehousing, and storage of construction materials are not considered "noise sensitive" land uses.

Both the WRCSA and the Paso Robles Truck Center site are located adjacent to the Residential Rural land use category. The County Noise Element requires that development is required to reduce noise levels to 50 dB at the property boundary when adjacent to residential zoning.

Impact – WRCSA Ordinance Amendment



The addition of vehicle repair and service and vehicle retail sales to the WRCSA is not anticipated to generate additional noise impacts, as the proposed use is similar to existing uses in terms of noise generation.

Impact – Paso Robles Truck Center

Implementation of the proposed Paso Robles Truck Center would result in the generation of up to 304 daily trips. Generation of these trips would contribute to the cumulative generation of transportation-related noise. Generation of these additional trips would not result in a significant level of transportation-related noise. The proposed use may generate noise above 50 db that impacts residential uses within the Residential Rural land use category to the west. An acoustical analysis was performed (KM Acoustic Studies, 2018) to determine the noise impacts associated with the proposed project by comparing noise sources at the existing equipment repair operations at 6230 Monterey Road in Paso Robles. The analysis measured noise to the property line at a similar distance and showed that the proposed project would comply with the dBA limits of the County Noise Element given the significant contribution from Highway 101 traffic.

Mitigation/Conclusion. No significant noise impacts were identified, and no mitigation is necessary.

9. POPULATION/HOUSING

Will the project:

a) *Induce substantial growth in an area either directly (e.g., construct new homes or businesses) or indirectly (e.g., extension of major infrastructure)?*

b) *Displace existing housing or people, requiring construction of replacement housing elsewhere?*

c) *Create the need for substantial new housing in the area?*

d) *Other:* _____

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Induce substantial growth in an area either directly (e.g., construct new homes or businesses) or indirectly (e.g., extension of major infrastructure)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Displace existing housing or people, requiring construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create the need for substantial new housing in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Population/Housing

Setting In its efforts to provide for affordable housing, the county currently administers the Home Investment Partnerships (HOME) Program and the Community Development Block Grant (CDBG) program, which provides limited financing to projects relating to affordable housing throughout the county. The County’s Inclusionary Housing Ordinance requires provision of new affordable housing in conjunction with both residential and nonresidential development and subdivisions.

Impact. The addition of vehicle repair and service and vehicles sales to the WRCSA will not result in a need for a significant amount of new housing and will not displace existing housing. Similarly, the proposed Paso Robles Truck Center will not result in a need for a significant amount of new housing and will not displace existing housing.

Mitigation/Conclusion. No significant population and housing impacts are anticipated. The Paso Robles Truck Center will mitigate its cumulative impact to the shortage of affordable housing stock by providing affordable housing unit(s) either on-site and/or by payment of the impact fee. No mitigation



measures are necessary.

10. PUBLIC SERVICES/UTILITIES

Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police protection (e.g., Sheriff, CHP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Solid Wastes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The project area is served by the following public services/facilities:

<u>Police:</u> County Sheriff	<u>Location:</u> City of Paso Robles (Approximately 5.3 miles to the South)		
<u>Fire:</u> Cal Fire (formerly CDF)	<u>Hazard Severity:</u> High	<u>Response Time:</u>	Due to local emergency response time for this area is unavailable
<u>Location:</u> Community of Paso Robles (Approximately 5 miles to the Southeast)			
<u>School District:</u> Paso Robles Joint Unified School District.			

Public Services

For additional information regarding fire hazard impacts, go to the 'Hazards and Hazardous Materials' section

Impact. The closest Cal Fire/County fire station is Paso Robles Station, located approximately five miles from the proposed project site. The closest Sheriff substation is in Templeton, located approximately seven miles from the proposed project site. Highway 101 is also patrolled by the California Highway Patrol. The project site is located within the Paso Robles Joint Unified School District. This proposed project, along with numerous others in the area would have a cumulative effect on police/sheriff and fire protection.

Mitigation/Conclusion. Regarding cumulative effects, public facility (County) and school (State Government Code 65995 et seq.) fee programs have been adopted to address this impact and will reduce the cumulative impacts to less than significant levels.



11. RECREATION

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
a) <i>Increase the use or demand for parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Affect the access to trails, parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Recreation

Setting. The County Trails Plan shows a future trail corridor (Salinas River trail plan) in the area of the proposed projects. Implementation of the proposed projects would not preclude the establishment of this trail along the river, which is located on the opposite (east) side of the highway. Implementation of the proposed project would not increase the use or demand for parks or other recreation opportunities or affect access to recreational resources.

Impact – WRCSA Ordinance Amendment. The proposed WRCSA Ordinance Amendment is located on both sides of Highway 101, including along the Salinas River trail plan. The ordinance amendment would add uses to the WRCSA that are similar to uses already allowed, and thus will not result in impacts to recreation resources or create a significant need for additional park, Natural Area, and/or recreational resources.

Impact – Paso Robles Truck Center. The proposed Minor Use Permit for the Paso Robles Truck Center is located on the west side of Highway 101 and does not impact the Salinas River trail plan, and will not create a significant need for additional park, Natural Area, and/or recreational resources.

Mitigation/Conclusion. No significant recreation impacts are anticipated, and no mitigation measures are necessary.

12. TRANSPORTATION/CIRCULATION

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce existing “Level of Service” on public roadway(s)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Provide for adequate emergency access?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



12. TRANSPORTATION/CIRCULATION

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
e) <i>Conflict with an established measure of effectiveness for the performance of the circulation system considering all modes of transportation (e.g. LOS, mass transit, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Conflict with an applicable congestion management program?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Result in a change in air traffic patterns that may result in substantial safety risks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Transportation

Setting. The proposed Paso Robles Truck Center site is accessed from Wellsona Road, which intersects US 101 immediately east of the project site. The proposed access driveway is approximately 210 feet west of US 101. US 101 is a four-lane principal arterial, and Wellsona Road is a two-lane collector. The focal point of the Wellsona Commercial Area is the US 101 and Wellsona Road intersection, which currently includes left turn deceleration/storage lanes on the northbound and southbound highway approaches and left turn acceleration lanes in the median of US 101. A right-turn deceleration lane is currently provided on the southbound US 101 approach to Wellsona Road and an acceleration lane exists for right turn movements from eastbound Wellsona Road to southbound US 101.

The applicant submitted a traffic analysis prepared by Central Coast Transportation Consulting (December 3, 2014) and revised on April 6, 2015 to determine the existing Level of Service (LOS) on these affected roadways and assess potential traffic circulation and safety impacts resulting from the proposed project and cumulative development of the area. The traffic analysis determined that during both AM and PM peak hours, the overall intersection operates at a LOS A. The westbound Wellsona Road approach to US 101 operates at LOS F during the PM peak hours, and the eastbound Wellsona Road approach to US 101 operates at LOS D during the PM peak hour. The County of San Luis Obispo considers LOS C to be an acceptable LOS (Central Coast Transportation; Dec. 3, 2014).

On August 22, 2017, Cal Trans issued a letter to the County notifying the County and applicant that Caltrans will be initiating a project at US 101 and Wellsona Road intersection to reduce collisions at the intersection. The project will include the construction of an undercrossing south of the current intersection and result in the closure of the median, eliminating all left-hand turn movements at the intersection and effectively reducing collisions at the intersection. The project is a funded project and is expected to begin construction by 2022. The Paso Robles Truck Center is anticipated to be operational near the end of 2020, which leaves a minimum two-year window in which the business will be operating while the median is still open.



Impact of the WRCSA Ordinance Amendment. The proposed ordinance amendment to add Vehicle Service and Repair and Vehicle Retail Sales as an allowed use is not anticipated to result in additional transportation-related impacts by itself. The proposed use is similar to other already allowed uses with similar traffic-generating uses in the WRCSA, including truck stops, vehicle storage, small scale manufacturing, and recycling and scrap.

Impact – Paso Robles Truck Center. Based on the traffic analysis report, the proposed Minor Use Permit for the Paso Robles Truck Center would generate approximately 304 daily trips, including 3 new AM peak hour trips and 9 new PM peak hour trips. The addition of these trips would not affect LOS on Highway 101, Wellsona Road, or the US 101 and Wellsona Road intersection (Central Coast Transportation, April 6, 2015).

The County of San Luis Obispo has adopted a standard in which no more than 2,300 daily trips are allowed on any individual (or 8,000 total daily trips) at-grade intersection in the Wellsona area, which includes Wellsona Road, Exline Road, Monterey Road, and Stockdale Road (Salinas River Area Plan Section 22.94.082.D.4). Exceedance of this threshold would require the interchange improvements at Wellsona Road and US 101. The existing highest daily traffic volume at the US 101 and Wellsona Road intersection is 1,760 vehicle trips. Implementation of the proposed project would increase this number by 304 daily trips, for total trip generation of 2,064 at this intersection, below the threshold requiring a new interchange.

Under cumulative conditions, which include future projects and build-out in the Wellsona area (excluding the proposed project), the daily volume on all approaches would be 5,483 vehicle trips, and under cumulative conditions including the proposed project, the daily volume would be 5,889, which is below the threshold of 8,000 daily trips requiring a new interchange in the Wellsona area. In addition, under cumulative conditions including the proposed project, the daily volume on each individual roadway would be less than 2,300, which is also below the threshold requiring a new interchange (Central Coast Transportation Consulting, April 6, 2015).

The proposed project was referred to the County Public Works Department and California Department of Transportation (Caltrans). In a series of letters between June 12, 2015 and January 16, 2016, Caltrans stated the project would result in a significant impact to safety with the addition of proposed truck trips (304 daily trips) to the at-grade intersection of US 101 and Wellsona Road. Caltrans requested the project construct an extension of the northbound acceleration lane (in the center median) consistent with AASHTO standards for heavy vehicles accelerating from zero to 55 miles per hour. In addition, Caltrans requested the applicant construct channelization for separate left and right turn movements for the eastbound approach of Wellsona Road to US 101. The County Public Works Department concurred with the conclusions and requirements from Caltrans that these improvements would be required to reduce the identified significant impact to safety to a level of insignificance. Additionally, Wellsona Road would need to be widened to complete the project frontage to the County A-1 standard, and Benton Road would need to be widened to a County A-1 rural road section (Public Works, Oct. 9, 2015). These improvements would include width and drainage improvements and would not result in any secondary impacts. Encroachment permits from the County and Caltrans would be required prior to initiation of improvements.

Based on the new information provided by Caltrans in the August 22, 2017 letter, whereby it is anticipated the proposed Wellsona Road undercrossing will be under construction in 2022, the applicant has agreed to a series of interim operational mitigations to reduce the significant safety impact to a level of insignificance. The Board of Supervisors, at an environmental determination hearing for this project on July 10, 2018, directed staff to continue processing the application with the inclusion of the following measures:



- Require all customers and employees to acknowledge receipt of a map and directions with instructions to leave the project site toward the north and to first turn right onto southbound US 101; proceed to the US 101/SR 46 E interchange, exit, and then proceed onto the northbound US 101 using the freeway on-ramp.
- Provide directional signage inside the proposed buildings and at all exits on the project site to deter customers leaving the site from turning north onto Highway 101 at the Wellsona interchange from the project site.

Mitigation/Conclusion. Prior to issuance of construction permits, the applicant has agreed to submit plans showing required road improvements to Frontage Road and Wellsona Road and the stated interim operational mitigations to reduce the significant safety impact to a level of insignificance. Prior to occupancy or final inspection, all public improvements shall be constructed or reconstructed to the satisfaction of the County Public Works Inspector and Caltrans Inspector.

13. WASTEWATER

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate waste discharge requirements or Central Coast Basin Plan criteria for wastewater systems?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Change the quality of surface or ground water (e.g., nitrogen-loading, day-lighting)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Adversely affect community wastewater service provider?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Wastewater

Setting. Regulations and guidelines on proper wastewater system design and criteria are found within the County’s Plumbing Code (hereafter CPC; see Chapter 7 of the Building and Construction Ordinance [Title 19]), the “Water Quality Control Plan, Central Coast Basin” (Regional Water Quality Control Board [RWQCB] hereafter referred to as the “Basin Plan”), and the California Plumbing Code. These regulations include specific requirements for both on-site and community wastewater systems. These regulations are applied to all new wastewater systems.

For on-site septic systems, there are several key factors to consider for a system to operate successfully, including the following:

- ✓ Sufficient land area (refer to County’s Land Use Ordinance or Plumbing Code) – depending on water source, parcel size minimums will range from one acre to 2.5 acres;
- ✓ The soil’s ability to percolate or “filter” effluent before reaching groundwater supplies (30 to 120 minutes per inch is ideal);
- ✓ The soil’s depth (there needs to be adequate separation from bottom of leach line to bedrock [at least 10 feet] or high groundwater [5 feet to 50 feet depending on percolation rates]);
- ✓ The soil’s slope on which the system is placed (surface areas too steep creates potential for



daylighting of effluent);

- ✓ Potential for surface flooding (e.g., within 100-year flood hazard area);
- ✓ Distance from existing or proposed wells (between 100 and 250 feet depending on circumstances); and
- ✓ Distance from creeks and water bodies (100-foot minimum).

To assure a successful system can meet existing regulation criteria, proper conditions are critical. Above-ground conditions are typically straight-forward and most easily addressed. Below ground criteria may require additional analysis or engineering when one or more factors exist:

- ✓ the ability of the soil to “filter” effluent is either too fast (percolation rate is faster or less than 30 minutes per inch and has “poor filtering” characteristics) or is too slow (slower or more than 120 minutes per inch);
- ✓ the topography on which a system is placed is steep enough to potentially allow “daylighting” of effluent downslope; or
- ✓ the separation between the bottom of the leach line to bedrock or high groundwater is inadequate.

Based on Natural Resource Conservation Service (NRCS) Soil Survey map, the soil type(s) for the project is provided in the listed in the previous Agricultural Resource section. The main limitation(s) of this soil for wastewater effluent include:

Slow Percolation. This characteristic indicates that fluids may percolate too slowly through the soil for the natural processes to effectively break down the effluent into harmless components. The Basin Plan identifies the percolation rate should be less than 120 minutes per inch. To achieve compliance with the Central Coast Basin Plan, additional information will be needed prior to issuance of a building permit, that shows the leach area can adequately percolate to achieve this threshold.

Impacts/Mitigation. The wastewater impacts associated with the addition of vehicle repair and service and vehicle retail sales are considered less than significant because the new uses are similar to uses already in the WRCSA, and future development will be required to meet Basin requirements. Based on the following project conditions or design features, wastewater impacts are considered less than significant for the Paso Robles Truck Center site:

The project has sufficient land area per the County’s Land Use Ordinance to support an on-site system;

- ✓ The soil’s percolation rate is between 30 to 120 minutes per inch;
- ✓ There is adequate soil separation between the bottom of the leach line to bedrock or high groundwater;
- ✓ The soil’s slope is less than 20%;
- ✓ The leach lines are outside of the 100-year flood hazard area;
- ✓ There is adequate distance between proposed leach lines and existing or proposed wells;
- ✓ The leach lines are at least 100 feet from creeks and water bodies.

Based on the above discussion and information provided, the site appears to be able to design an on-site system that will meet CPC/Basin Plan requirements. Prior to building permit issuance and/or final inspection of the wastewater system, the applicant will need to show to the county compliance with the County Plumbing Code/ Central Coast Basin Plan, including any above-discussed information relating to potential constraints. Therefore, based on the project being able to comply with these regulations, potential groundwater quality impacts are considered less than significant.



14. WATER & HYDROLOGY

Will the project:

QUALITY

- | | Potentially Significant | Impact can & will be mitigated | Insignificant Impact | Not Applicable |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) <i>Violate any water quality standards?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) <i>Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, sediment, temperature, dissolved oxygen, etc.)?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) <i>Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) <i>Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) <i>Change rates of soil absorption, or amount or direction of surface runoff?</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) <i>Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) <i>Involve activities within the 100-year flood zone?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

QUANTITY

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| h) <i>Change the quantity or movement of available surface or ground water?</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i) <i>Adversely affect community water service provider?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| j) <i>Expose people to a risk of loss, injury or death involving flooding (e.g., dam failure, etc.), or inundation by seiche, tsunami or mudflow?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| k) <i>Other: _____</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Water

Setting. The project proposes to use an on-site well as its water source. The topography of the project is nearly level to gently sloping. The closest creek from the proposed development is approximately 320 feet away. As described in the NRCS Soil Survey, the soil surface is considered to have low erodibility.

The Environmental Health Division reviewed the previous authorized project (DRC2007-00092) for the development of a similar facility. The Environmental Health Division reviewed the site for water availability and determined that there was preliminary evidence that there would be sufficient water available to serve the proposed project. Based on available information, the proposed water source



was not known to have any significant availability or quality problems. The Environmental Health Division reviewed the current project and no concerns regarding water availability or quality was addressed.

Projects involving more than one acre of disturbance are subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. When work is done in the rainy season, the County's Land Use Ordinance requires that temporary erosion and sedimentation measures to be installed.

For areas where drainage is identified as a potential issue, the Land Use Ordinance (LUO Sec. 22.52.110 or CZLUO Sec. 23.05.042) includes a provision to prepare a drainage plan to minimize potential drainage impacts. When required, this plan would need to address measures such as: constructing on-site retention or detention basins, or installing surface water flow dissipaters. This plan would also need to show that the increased surface runoff would have no more impacts than that caused by historic flows. According to the Public Works Department, a complete drainage plan is required.

A sedimentation and erosion control plan is required for all construction and grading projects (LUO Sec. 22.52.120, CZLUO Sec. 23.05.036) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Projects involving more than one acre of disturbance are subject to the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which focuses on controlling storm water runoff. The Regional Water Quality Control Board is the local extension who monitors this program.

The proposed on-site well will provide groundwater derived from the Paso Robles groundwater basin. According to the 2012-2014 Resource Summary Report a Level of Severity III exists for water supply within the Paso Robles groundwater basin. The project is subject to the adopted water conservation requirements of the Countywide Water Conservation Program adopted by the County Board of Supervisors in October 2015 (Resolution 2015-288). This program requires all new development in the Paso Robles Groundwater Basin Area to be water neutral through water use offset requirements.

The project is located over the Paso Robles groundwater basin and is subject to applicable water offset requirements of Title 19 (Building and Construction Ordinance) and Title 22 (Land Use Ordinance):

- Section 19.07.042(d) of the Building and Construction Ordinance, Title 19 – Requires Offset Clearance from the Department of Planning and Building, prior to building permit issuance, verifying that new water use has been offset at a 1:1 ratio. Applies to all new structures with plumbing fixtures on properties that overlie the Paso Robles groundwater basin.
- Section 22.94.050 of the Land Use Ordinance, Title 22 – Requires discretionary development projects to offset new water demand at a 2:1 ratio through participation in water conservation programs. Exempts agricultural processing uses as defined in the Land Use Ordinance.

Impact – Water Quality/Hydrology The project proposal consists of the development of a new 27,788 square foot vehicle sales and service facility with an outdoor impound yard and vehicle storage. The facility will consist of 18,630 square feet of service and maintenance area, 5,454 square feet of parts area, and a 3,704 square-foot sales and office area. The development of the facility is estimated to require approximately 0.35 AFY.

With regards to project impacts on water quality the following conditions apply:

- ✓ Approximately 1.66 acres of site disturbance is proposed;
- ✓ The project will be subject to standard County requirements for drainage, sedimentation and erosion control for construction and permanent use;
- ✓ The proposed development is not within a 100-year Flood Hazard designation;



- ✓ The project is more than 100 feet from the closest creek or surface water body;
- ✓ All disturbed areas will be permanently stabilized with impermeable surfaces and landscaping;
- ✓ Parking area drainage inlets will be fitted with hydrocarbon filters;
- ✓ Stockpiles will be properly managed during construction to avoid material loss due to erosion;
- ✓ The project is subject to the County’s Plumbing Code (Chapter 7 of the Building and Construction Ordinance Title 19), and/or the “Water Quality Control Plan, Central Coast Basin” for its wastewater requirements, where wastewater impacts to the groundwater basin will be less than significant;
- ✓ All hazardous materials and/or wastes will be properly stored on-site, which include secondary containment should spills or leaks occur;

Impacts - Water Quantity

The property overlies the Paso Robles groundwater basin and will be required to offset new water demand pursuant to the applicable provisions of Title 19 and Title 22. The applicant submitted water use numbers based on the water billing for the existing Paso Robles Truck Center at 2348 Golden Hill Road in Paso Robles. As described in Table 1, below, the project will result in approximately 0.35 AFY in new water demand.

Table 1: New Water Demand and Required Offsets

Project Element	Demand (AFY)	Use	Ratio ¹	Offset Required (AFY)
Vehicle sales and vehicle repair and service	0.35	Ag	2:1	0.7

Mitigation/Conclusion. As specified above for water quality, existing regulations and/or required plans will adequately address surface water quality impacts during construction and permanent use of the project. The proposed project will result in 0.35 AFY in net new water demand. Based on the water offset requirements in Title 19 and Title 22 for new development in the Paso Robles groundwater basin, the proposed project would have an offset requirement of 0.7 AFY. Prior to implementation of the project, the applicant will be required to obtain an Offset Clearance from the Department of Planning and Building for 0.7 AFY, which will reduce the project’s water supply impact to a less than significant level.

15. LAND USE

Will the project:

	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
a) <i>Be potentially inconsistent with land use, policy/regulation (e.g., general plan [County Land Use Element and Ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Be potentially inconsistent with any habitat or community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be potentially incompatible with surrounding land uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Land Use

Setting/Impact. Surrounding uses are identified on Page 2 of the Initial Study. The proposed project was reviewed for consistency with policy and/or regulatory documents relating to the environment and appropriate land use (e.g., County Land Use Ordinance, Local Coastal Plan, etc.). Referrals were sent to outside agencies to review for policy consistencies (e.g., CAL FIRE for Fire Code, APCD for Clean Air Plan, etc.). The project was found to be consistent with these documents (refer also to Exhibit A on reference documents used).

The proposed Paso Truck Center project is subject to the following Planning Area Standard(s) as found in the County's LUO Section 22.94.082 D CS Wellsona Road Area – Rural. The project includes a Land Use Ordinance Amendment to add vehicles service and repair and vehicle retail sales to the list of allowed uses in the Wellsona Road Area. The Paso Robles Truck Center Minor Use Permit cannot be approved until the WRCSA LUO Amendment has been approved and becomes effective.

The project is not within or adjacent to a Habitat Conservation Plan area. The project is consistent or compatible with the surrounding uses as summarized on page 2 of this Initial Study.

Mitigation/Conclusion. No inconsistencies were identified and therefore no additional measures above what will already be required were determined necessary.

16. MANDATORY FINDINGS OF SIGNIFICANCE

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>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</i>				



California history or pre-history?

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

For further information on CEQA or the County’s environmental review process, please visit the County’s web site at “www.sloplanning.org” under “Environmental Information”, or the California Environmental Resources Evaluation System at: <http://resources.ca.gov/ceqa/> for information about the California Environmental Quality Act.



Exhibit A - Initial Study References and Agency Contacts

The County Planning Department has contacted various agencies for their comments on the proposed project. With respect to the subject application, the following have been contacted (marked with an) and when a response was made, it is either attached or in the application file:

<u>Contacted</u>	<u>Agency</u>	<u>Response</u>
<input checked="" type="checkbox"/>	County Public Works Department	Attached
<input checked="" type="checkbox"/>	County Environmental Health Services	Attached
<input type="checkbox"/>	County Agricultural Commissioner's Office	Not Applicable
<input type="checkbox"/>	County Airport Manager	Not Applicable
<input type="checkbox"/>	Airport Land Use Commission	Not Applicable
<input checked="" type="checkbox"/>	Air Pollution Control District	Attached
<input type="checkbox"/>	County Sheriff's Department	Not Applicable
<input type="checkbox"/>	Regional Water Quality Control Board	Not Applicable
<input type="checkbox"/>	CA Coastal Commission	Not Applicable
<input checked="" type="checkbox"/>	CA Department of Fish and Wildlife	None
<input checked="" type="checkbox"/>	CA Department of Forestry (Cal Fire)	None
<input checked="" type="checkbox"/>	CA Department of Transportation	Attached
<input checked="" type="checkbox"/>	San Miguel Community Advisory Council	None
<input checked="" type="checkbox"/>	Other <u>City of Paso Robles</u>	In File, No Comment
<input checked="" type="checkbox"/>	Other <u>Native American Heritage Commission</u>	None

*** "No comment" or "No concerns"-type responses are usually not attached*

The following checked ("") reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department.

<input checked="" type="checkbox"/> Project File for the Subject Application	<input type="checkbox"/> Design Plan
<u>County documents</u>	<input type="checkbox"/> Specific Plan
<input type="checkbox"/> Coastal Plan Policies	<input checked="" type="checkbox"/> Annual Resource Summary Report
<input checked="" type="checkbox"/> Framework for Planning (Coastal/Inland)	<input type="checkbox"/> Circulation Study
<input checked="" type="checkbox"/> General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:	<u>Other documents</u>
<input checked="" type="checkbox"/> Agriculture Element	<input checked="" type="checkbox"/> Clean Air Plan/APCD Handbook
<input checked="" type="checkbox"/> Conservation & Open Space Element	<input checked="" type="checkbox"/> Regional Transportation Plan
<input checked="" type="checkbox"/> Economic Element	<input checked="" type="checkbox"/> Uniform Fire Code
<input checked="" type="checkbox"/> Housing Element	<input checked="" type="checkbox"/> Water Quality Control Plan (Central Coast Basin – Region 3)
<input checked="" type="checkbox"/> Noise Element	<input checked="" type="checkbox"/> Archaeological Resources Map
<input checked="" type="checkbox"/> Parks & Recreation Element/Project List	<input checked="" type="checkbox"/> Area of Critical Concerns Map
<input checked="" type="checkbox"/> Safety Element	<input checked="" type="checkbox"/> Special Biological Importance Map
<input checked="" type="checkbox"/> Land Use Ordinance (Inland/Coastal)	<input checked="" type="checkbox"/> CA Natural Species Diversity Database
<input type="checkbox"/> Building and Construction Ordinance	<input checked="" type="checkbox"/> Fire Hazard Severity Map
<input checked="" type="checkbox"/> Public Facilities Fee Ordinance	<input checked="" type="checkbox"/> Flood Hazard Maps
<input type="checkbox"/> Real Property Division Ordinance	<input checked="" type="checkbox"/> Natural Resources Conservation Service Soil Survey for SLO County
<input checked="" type="checkbox"/> Affordable Housing Fund	<input checked="" type="checkbox"/> GIS mapping layers (e.g., habitat, streams, contours, etc.)
<input type="checkbox"/> Airport Land Use Plan	<input type="checkbox"/> Other
<input type="checkbox"/> Energy Wise Plan	
<input checked="" type="checkbox"/> North County Planning Area/Salina River Sub-area, CS Wellsona Road Area	





In addition, the following project specific information and/or reference materials have been considered as a part of the Initial Study:

Althouse and Meade. April 20, 2004. Vernal Pool Survey, APN 027-321-027.

Central Coast Transportation Consulting, December 3, 2014, "Traffic Study".

Central Coast Transportation Consulting, April 6, 2015, "Traffic Study".

Heritage Discoveries, April 26, 2017, "An Archaeological Surface Survey at 80 Wellsona Road, Paso Robles, San Luis Obispo County, California

Meade, Daniel E. April 8, 2004. Kit Fox Habitat Evaluation Form.



Exhibit B - Mitigation Summary Table

Per Public Resources Code Section 21081.6, the following measures also constitute the mitigation monitoring and/or reporting program that will reduce potentially significant impacts to less than significant levels. These measures will become conditions of approval (COAs) should the project be approved. The Lead Agency (County) or other Responsible Agencies, as specified in the following measures, are responsible to verify compliance with these COAs.

MITIGATION MEASURES – MINOR USE PERMIT DRC 2014-00084

Air Quality

AQ-1 *Fugitive PM10 Mitigation Measures.* All required PM10 measures shall be shown on applicable grading or construction plans. In addition, the developer shall designate personnel to insure compliance and monitor the effectiveness of the required dust control measures (as conditions dictate, monitor duties may be necessary on weekends and holidays to insure compliance); the name and telephone number of the designated monitor(s) shall be provided to the APCD **prior to construction/ grading permit issuance**):

- 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;
- 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 should be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;
- l. All PMIs 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, 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.

AQ-2 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.

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-idlin9/2485.pdf and www.arb.ca.gov/regact/2007lordiesl07/frooal.pdf.

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 that no idling areas must be posted and enforced at the site.

AQ-3 Proposed demolition activities can result in potentially negative air quality impacts, especially where material exists containing asbestos material. Prior to issuance of any construction permit to remove or demolish any buildings or utility pipes on the subject property, the applicant shall provide evidence they have contacted APCD to determine: a) what regulatory jurisdictions apply to the proposed demolition, such as the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M – Asbestos NESHAP); b) District notification requirements; c) the need for an asbestos survey conducted by Certified Asbestos Inspector; and d) applicable removal and disposal requirements of the asbestos-containing material.



AQ-4 As of February 25, 2000, the APCD prohibits developmental burning of vegetative material within San Luis Obispo County. However, under certain circumstances where no technically feasible alternatives are available, limited developmental burning under restrictions may be allowed. Any such exception must complete the following prior to any burning: APCD approval; payment of fee to APCD based on the size of the project; and issuance of a burn permit by the APCD and the local fire department authority. As a part of APCD approval, the applicant shall furnish them with the study of technical feasibility (which includes costs and other constraints) at the time of application. For any questions regarding these requirements, Karen Brooks of APCD's Enforcement Division may be contacted (805/781-5912).

AQ-5 All heavy duty truck traffic shall be limited to weekdays only.

Biological Resources

BR-1 Prior to final inspection or occupancy, the applicant shall provide a 2:1 replacement ratio for impacts to the existing blue oak tree, for a total replacement count of two. Planting of the new blue oak trees has been incorporated into the proposed landscaping plan, and no additional measures are required.

Transportation/Circulation

TR-1 **Prior to construction permit issuance**, the applicant shall include the following measures on all applicable construction/improvement drawings:

- a. Wellsona Road shall be widened along its eastbound approach to US 101 to provide separate left and right channelization in accordance with the Highway Design Manual, and Caltrans requirements.

TR-2 **Prior to final inspection or occupancy**, the County Planning and Building Department and County Public Works Department, in consultation with Caltrans, shall verify that these measures have been installed properly.

DATE: August 8, 2018

**DEVELOPER'S STATEMENT & MITIGATION MONITORING/REPORTING PROGRAM
FOR ORMONDE PROPERTIES LAND USE ORDINANCE AMENDMENT LRP 2013-00018
(WELLSONA ROAD COMMERCIAL SERVICES AREA) AND MINOR USE PERMIT
DRC2014-00084 (PASO ROBLES TRUCK CENTER (ED16- 126))**

The applicant agrees to incorporate the following measures into the project. These measures become a part of the project description and therefore become a part of the record of action upon which the environmental determination is based. All development activity must occur in strict compliance with the following mitigation measures. These measures shall be perpetual and run with the land. These measures are binding on all successors in interest of the subject property.

Per Public Resources Code Section 21081.6 the following measures also constitute the mitigation monitoring and/or reporting program that will reduce potentially significant impacts to less than significant levels. These measures will become conditions of approval (COAs) should the project be approved. The Lead Agency (County) or other Responsible Agencies, as specified in the following measures, is responsible to verify compliance with these COAs.

Project Description:

LRP 2013-00018 - Land Use Ordinance Amendment – Wellsona Road Commercial Service Area (WRCSA). A request to add Vehicle Service and Repair and Vehicle Retail Sales as an allowed use within the WRCSA Standards in the Salinas River Area Plan. The amendment would allow the processing of a Minor Use Permit for the development of a truck sales and service business (Paso Robles Truck Center) within the WRCSA. The WRCSA consists of approximately 48 acres in multiple parcels within the Commercial Service (CS) land use category that surround the intersection of Wellsona Road and Highway 101, north of the City of Paso Robles, in the North County planning area (Salinas River sub area).

DRC 2014-00084 Ormonde Properties Minor Use Permit - A request to develop the Paso Robles Truck Center, a new building for vehicle retail sales and vehicle service and repair. The proposal includes the construction of a new 27,788 square foot vehicle sales and service facility consisting of 18,630 square feet of service and maintenance area, 5,454 square feet of parts area, and a 3,704 square-foot sales and office area, with an outdoor impound yard and vehicle storage. The project will result in the disturbance of the entire 4.17-acre parcel (APN 027-321-027). The proposed project is within the Wellsona Commercial Area, in the CS land use category and is located on the northwest portion of the intersection of Wellsona Road and Benton Rd., approximately 90 feet West of El Camino Real (US 101), north of the City of Paso Robles, in the North County planning area (Salinas River sub area).

<p>Note: The items contained in the boxes labeled "Monitoring" describe the County procedures to be used to ensure compliance with the mitigation measures.</p>
--

Air Quality

AQ-1 *Fugitive PM10 Mitigation Measures.* All required PM10 measures shall be shown on applicable grading or construction plans. In addition, the developer shall designate personnel to insure compliance and monitor the effectiveness of the required dust

control measures (as conditions dictate, monitor duties may be necessary on weekends and holidays to insure compliance); the name and telephone number of the designated monitor(s) shall be provided to the APCD **prior to construction/ grading permit issuance**):

- 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;
- 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 should be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;
- l. All PMIs 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, 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.

AQ-2 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.

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-idlin9/2485.pdf and www.arb.ca.gov/regact/2007lordiesl07/frooal.pdf.

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 that no idling areas must be posted and enforced at the site.

Monitoring (AQ-1 and AQ-2): Compliance will be verified by APCD in consultation with the Department of Planning and Building.
--

AQ-3 Proposed demolition activities can result in potentially negative air quality impacts, especially where material exists containing asbestos material. Prior to issuance of any construction permit to remove or demolish any buildings or utility pipes on the subject property, the applicant shall provide evidence they have contacted APCD to determine: a) what regulatory jurisdictions apply to the proposed demolition, such as the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M – Asbestos NESHAP); b) District notification requirements; c) the need for an asbestos survey conducted by Certified Asbestos Inspector; and d) applicable removal and disposal requirements of the asbestos-containing material.

AQ-4 As of February 25, 2000, the APCD prohibits developmental burning of vegetative material within San Luis Obispo County. However, under certain circumstances where no technically feasible alternatives are available, limited developmental burning under restrictions may be allowed. Any such exception must complete the following prior to any burning: APCD approval; payment of fee to APCD based on the size of the project; and issuance of a burn permit by the APCD and the local fire department authority. As a part of APCD approval, the applicant shall furnish them with the study of technical feasibility (which includes costs and other constraints) at the time of application. For any questions regarding these requirements, Karen Brooks of APCD's Enforcement Division may be contacted (805/781-5912).

Monitoring (AQ-3 and AQ-4): All applicable mitigation measures will be shown on the grading and building plans. Compliance will be verified by APCD.

AQ-5 All heavy-duty truck traffic shall be limited to weekdays only.

Biological Resources

BR-1 Prior to final inspection or occupancy, the applicant shall provide a 2:1 replacement ratio for impacts to the existing blue oak tree, for a total replacement count of two.

Transportation/Circulation

TR-1 Prior to construction permit issuance, the applicant shall include the following measures on all applicable construction/improvement drawings:

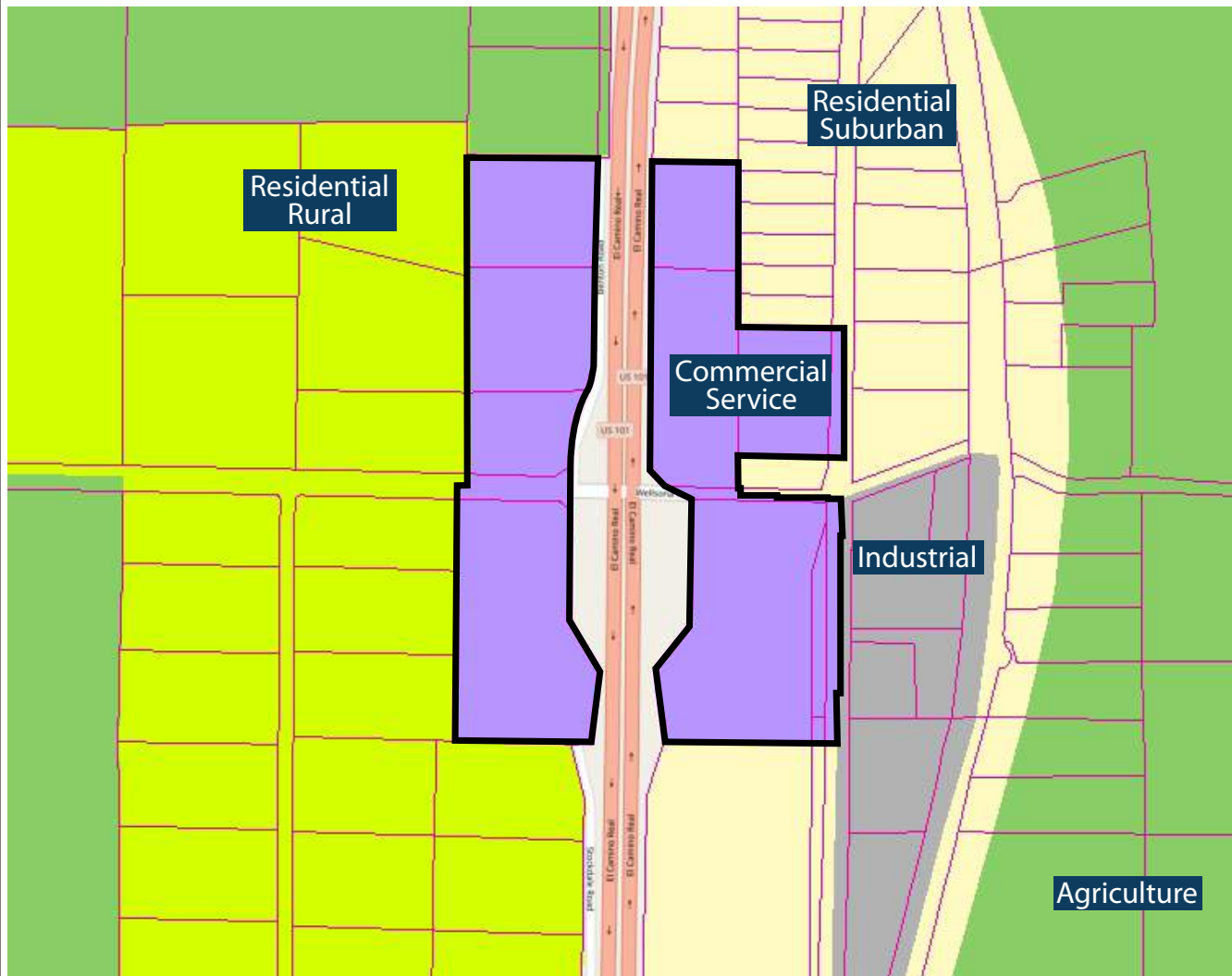
- a. Wellsona Road shall be widened along its eastbound approach to US 101 to provide separate left and right channelization in accordance with the Highway Design Manual, and Caltrans requirements.

TR-2 Prior to final inspection or occupancy, the County Planning and Building Department and Count Public Works Department, in consultation with Caltrans, shall verify that these measures have been installed properly.

















The applicant understands that any changes made to the project description subsequent to this environmental determination must be reviewed by the Environmental Coordinator and may require a new environmental determination for the project. By signing this agreement, the owner(s) agrees to and accepts the incorporation of the above measures into the proposed project description.

Signature of Owner(s) **Name (Print)** **Date**

Wellsona Commercial Service Area



Legend

-  SLO County Parcels
-  Land Use Outlines
- Land Use Filled
-  AG-Agriculture
-  CR-Commercial Retail
-  CS-Commercial Service
-  IND-Industrial
-  MUC-Multi-LU Category
-  OP-Office Professional
-  OS-Open Space
-  PF-Public Facility
-  REC-Recreation
-  RL-Rural Lands
-  RMF-Residential Multi Family
-  RR-Residential Rural
-  RS-Residential Suburban
-  RSF-Residential Single Family



-1,504.66 0 752.33 1,504.66 Feet 1: 9,028



The County of San Luis Obispo does not assume liability for any damages caused by errors or omissions in the data and makes no warranty of any kind, express or implied, that these data are accurate and reliable.

Map for Reference Purposes Only



Project Site Map



- Legend**
- SLO County Parcels
 - Project Site



-752.33 0 376.17 752.33 Feet 1: 4,514



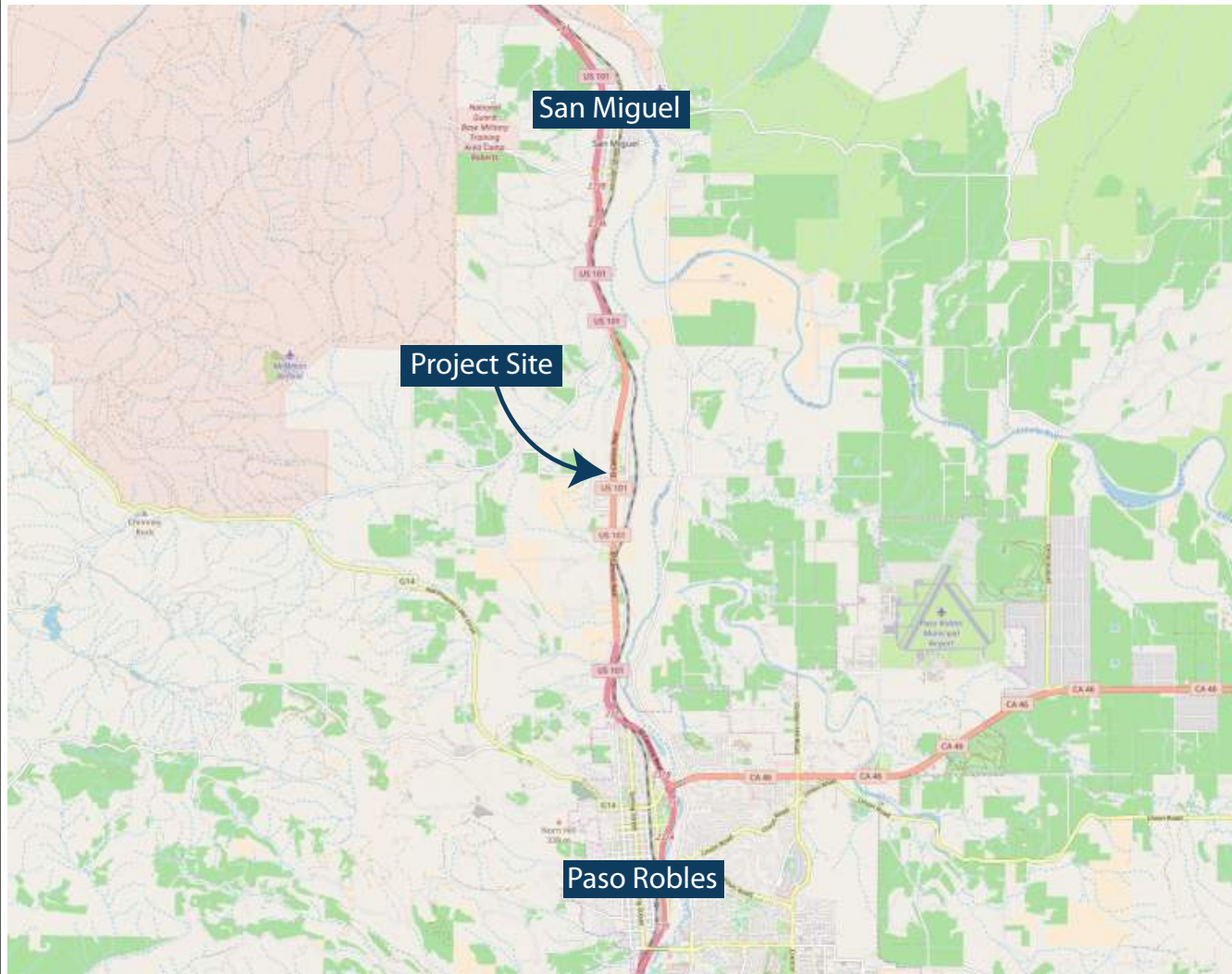
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© County of San Luis Obispo Planning and Building Department



The County of San Luis Obispo does not assume liability for any damages caused by errors or omissions in the data and makes no warranty of any kind, express or implied, that these data are accurate and reliable.

Map for Reference Purposes Only

Project Vicinity Map



Legend



-24,074.61 0 12,037.30 24,074.61 Feet 1: 144,448

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© County of San Luis Obispo Planning and Building Department



The County of San Luis Obispo does not assume liability for any damages caused by errors or omissions in the data and makes no warranty of any kind, express or implied, that these data are accurate and reliable.

Map for Reference Purposes Only

Revisions	By	IR
07.26.2015		

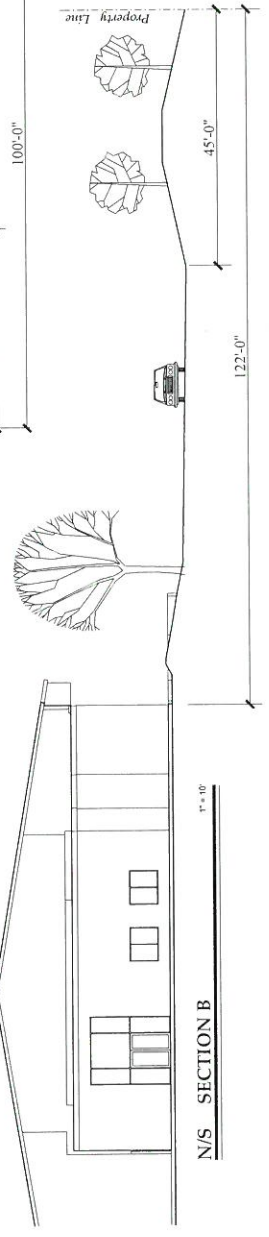
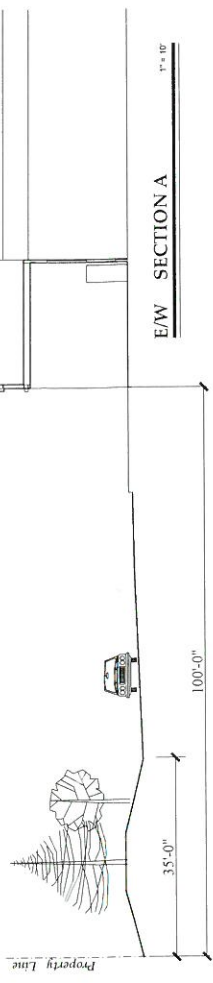
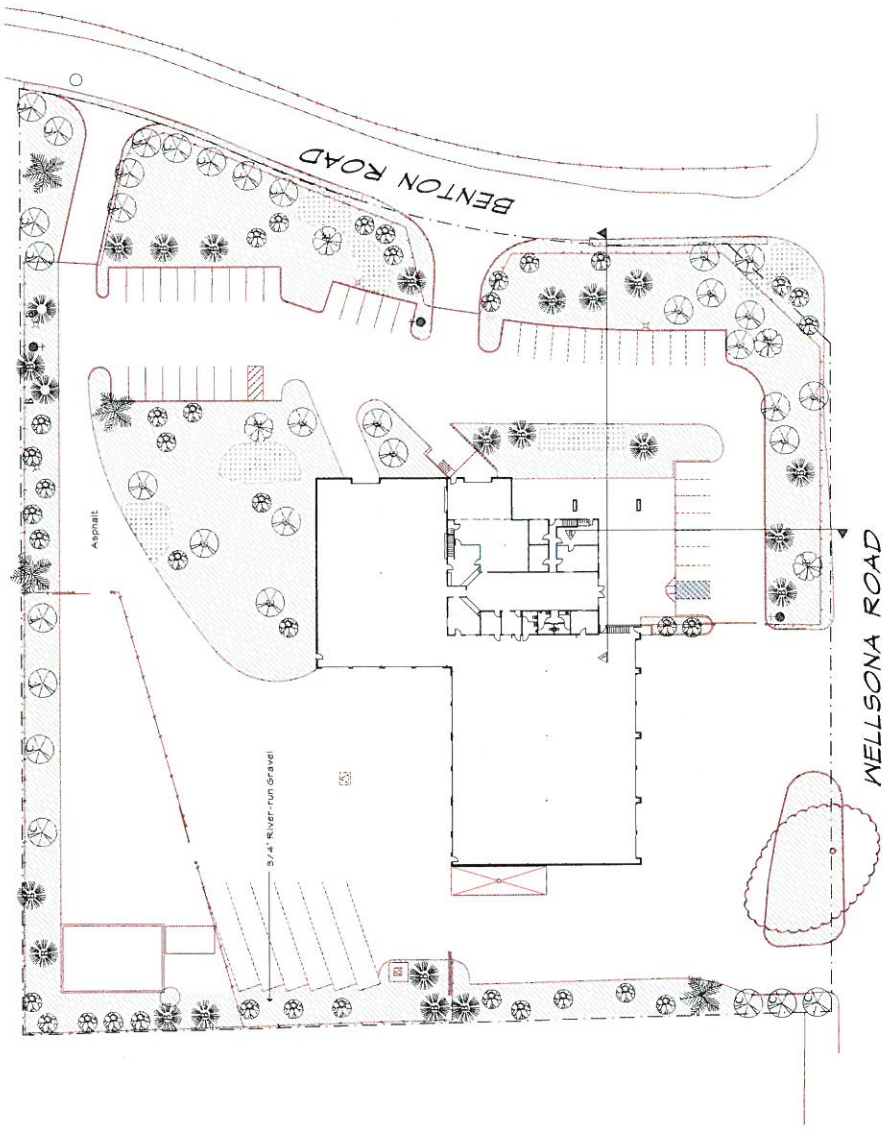
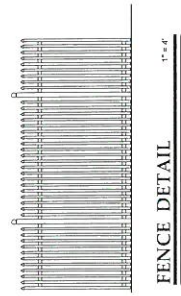
LANDSCAPE PLAN
PASO ROBLES TRUCK CENTER

Nick Gilman, Architect
 945 12th Street, Paso Robles
 Tel: 805.238.3432
 Fax: 805.238.4813

Project	
Revised	01.09.2015
Drawn	10.10.2014
Name	
Job No.	
Sheet	L

LANDSCAPE SYMBOLS

-  CEDRUS DEODARA - Valley Oak - 24" Box
-  PINUS PINEA - Italian Stone Pine - 15 5/8"
-  PISTACIA CONSENSUS - Chinese Pistache - 15 5/8"
-  FRAXINUS OXYCARPA - Raywood - Raywood Ash - 15 5/8"
-  QUERCUS LOBATA - Valley Oak - 24" Box
-  JUNIPERUS SABINA 'BUFFALO' - Buffalo Juniper - 5 5/8" @ 6 1/2"
-  JUNIPERUS SABINA TAMARCIPOLIA - Silver 13m - 15 5/8" (Group of 3)

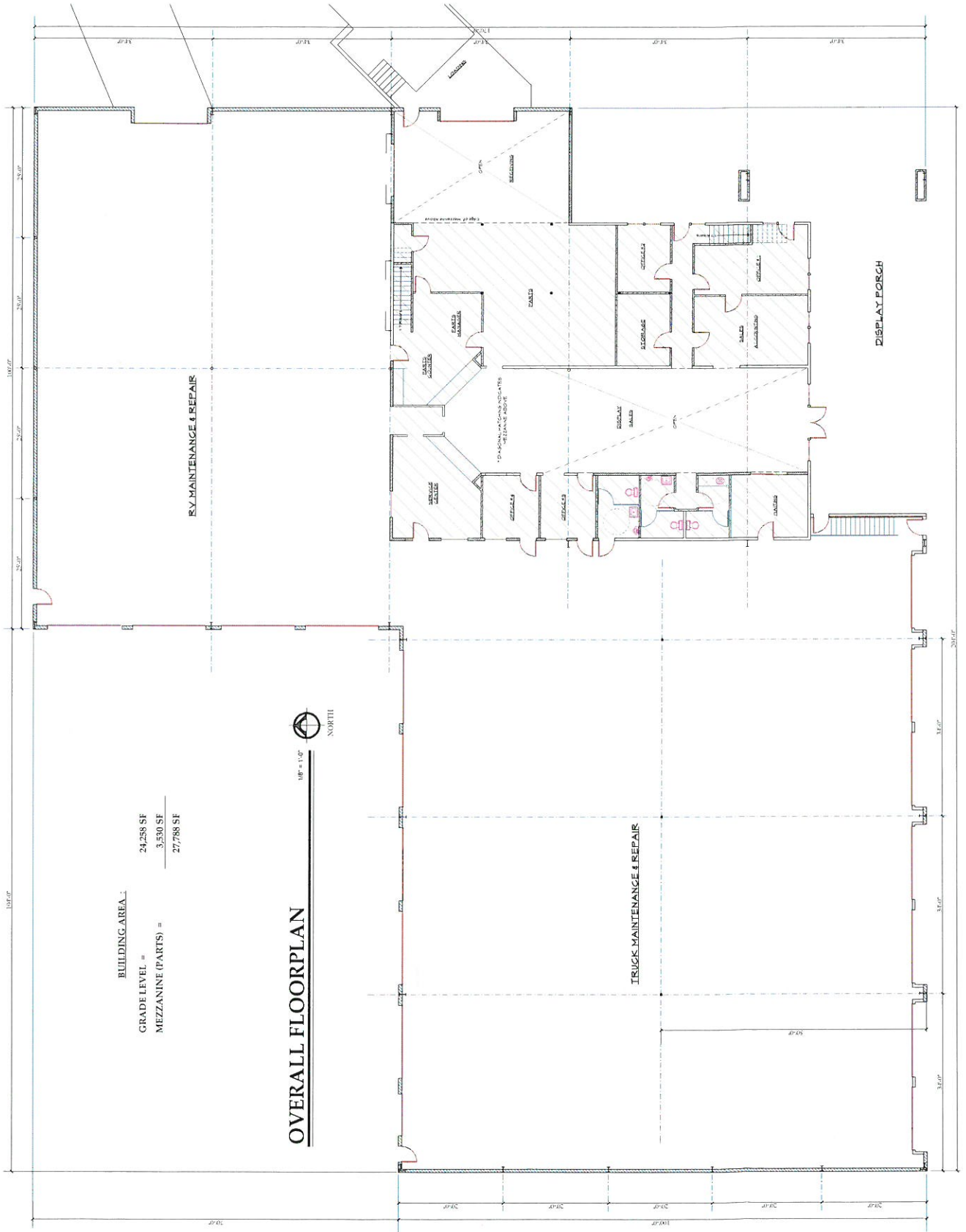


Revisions	By	IR
01.26.2015		

PRELIMINARY FLOOR PLAN
PASO ROBLES TRUCK CENTER

Nick Gilman, Architect
 945 12th Street, Paso Robles
 Tel. 805.238.4342
 Fax. 805.238.4813

Revision: 01.06.2015
 Date: 10.10.2014
 Name:
 Job No.:
 Sheet: **A.1**



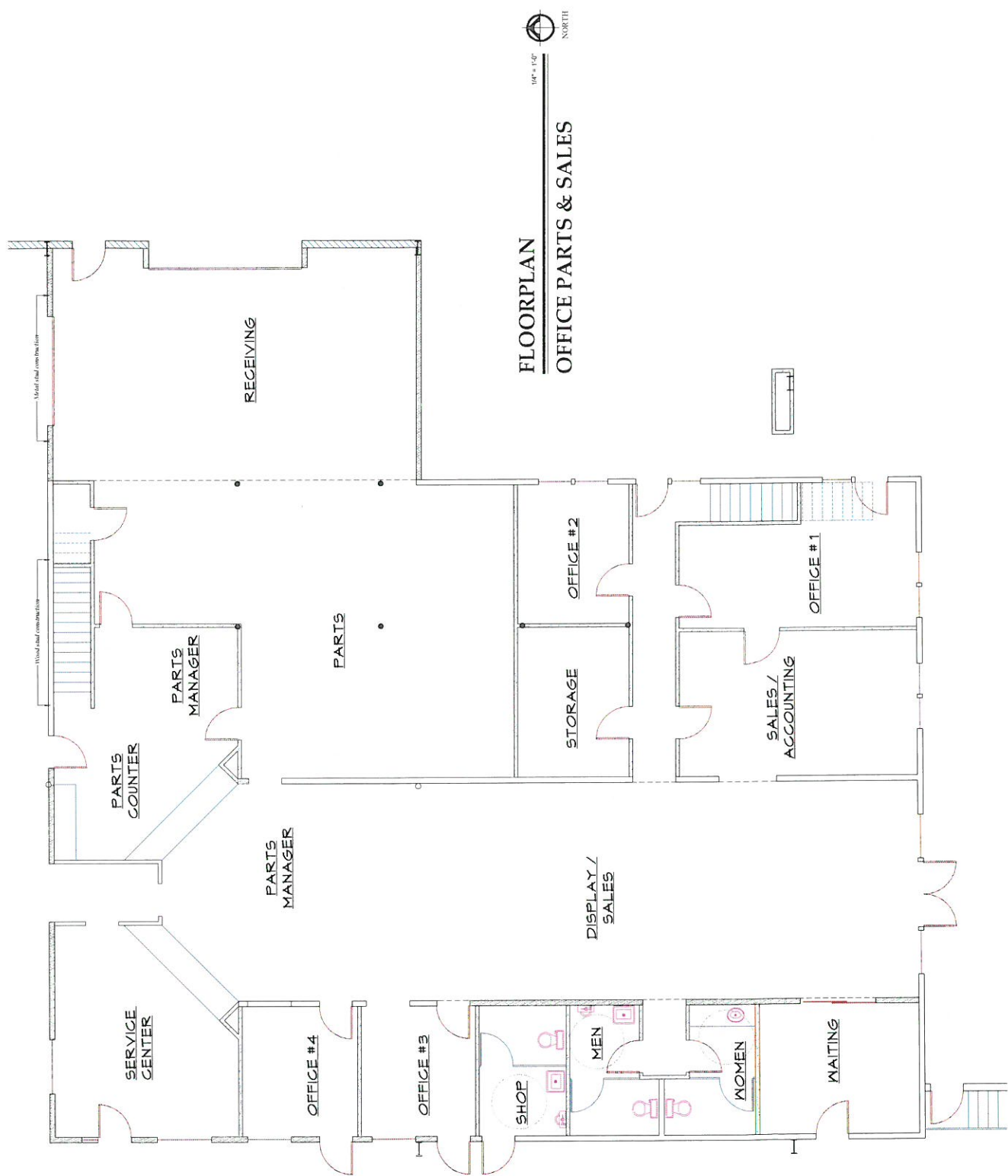
BUILDING AREA:
 GRADE LEVEL = 24,258 SF
 MEZZANINE (PARTS) = 3,530 SF
 27,788 SF

OVERALL FLOORPLAN
 1/8" = 1'-0"
 NORTH

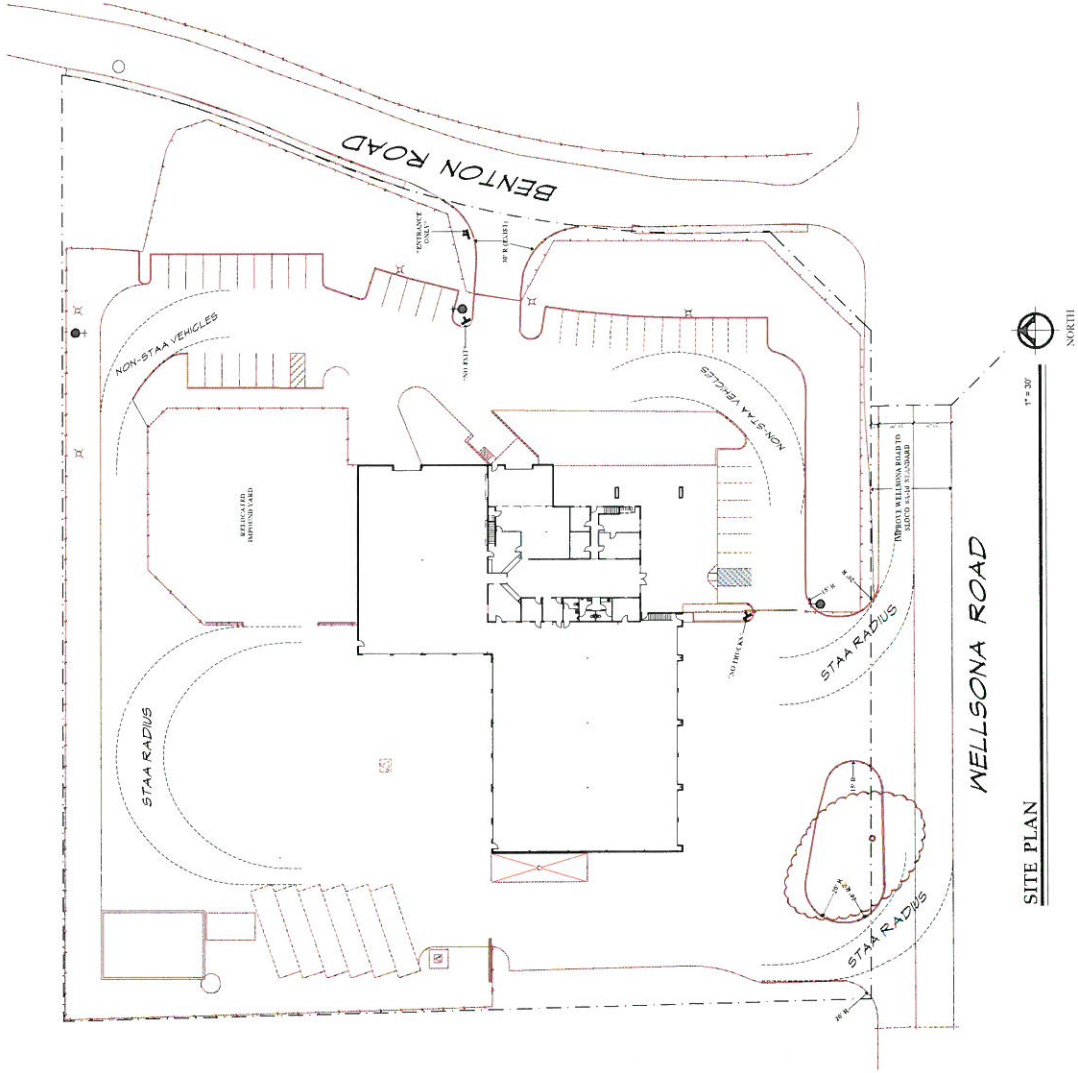
Revisions	By	FR
01.26.2015		

PRELIMINARY FLOOR PLAN
PASO ROBLES TRUCK CENTER
 Nick Gilman, Architect
 945 12th Street, Paso Robles
 Tel. 805.238.3432
 Fax. 805.238.4813

Project	
Revised	01/09/2015
Date	10/10/2014
Scale	
Job No.	
Sheet	A.2



PASO ROBLES TRUCK CENTER



SITE PLAN

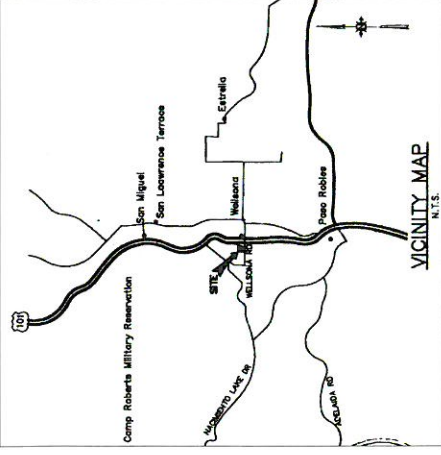


1" = 30'

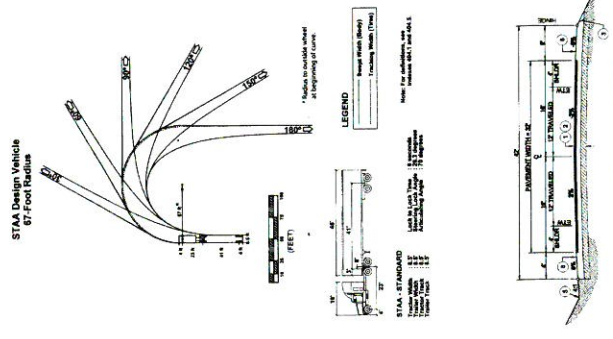
Revisions	By	TR
07.26.2015		

PASO ROBLES TRUCK CENTER
PRELIMINARY SITE PLAN
 Nick Gilman, Architect
 945 12th Street, Paso Robles
 Tel. 805.238.4815
 Fax. 805.238.4815

Project:	01.09.2015
Date:	10.10.2014
Sheet:	
Job No.:	
Scale:	
Project:	07.30.2015



VICINITY MAP
N.T.S.



1. WHERE HMA DRIVE IS NOT REQUIRED.
 TYP. RURAL ROAD

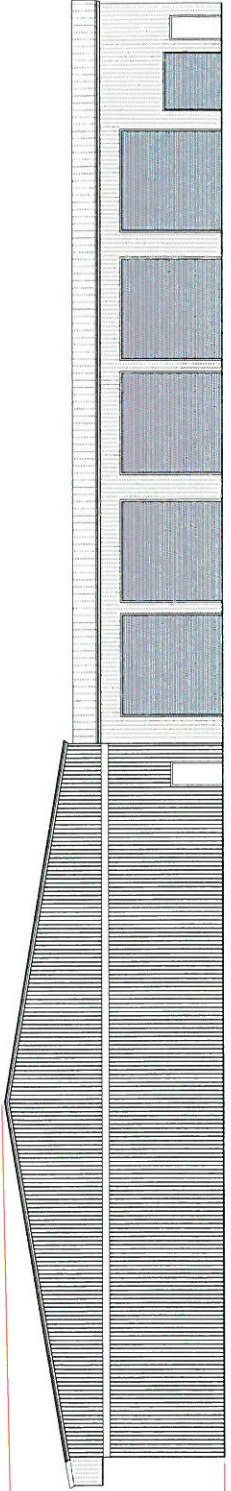


PASO ROBLES TRUCK CENTER - SOUTHEAST PERSPECTIVE

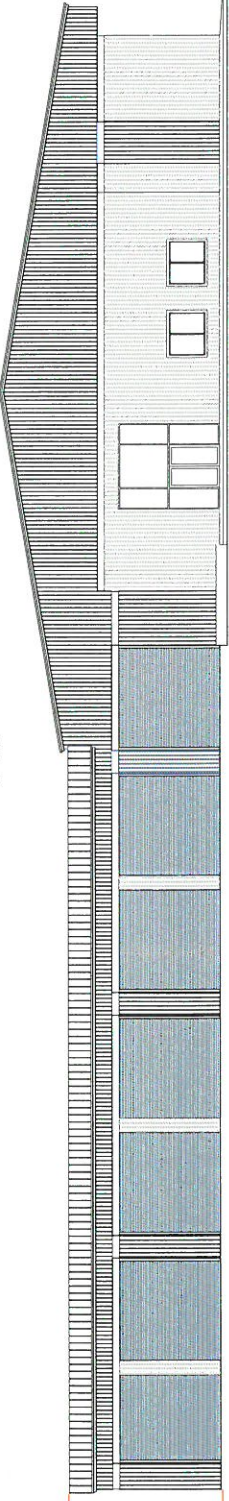
Revisions	By

PASO TRUCK CENTER
 Wellsona Road, Paso Robles, Calif.
 Nick Gilman Architect
 945 12th Street, Suite E
 Paso Robles, Calif. 93446
 805.238.3432

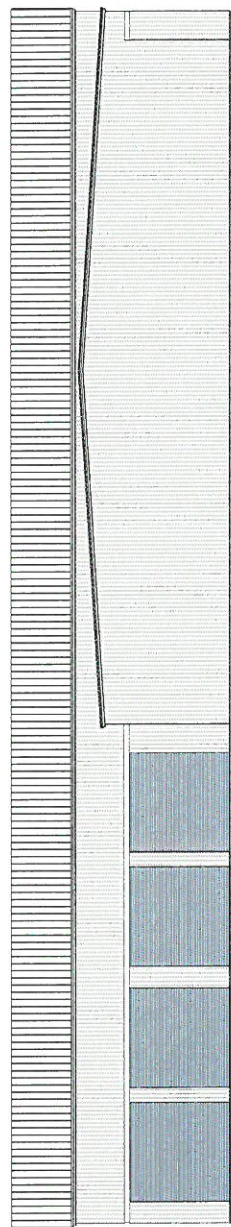
Project	Wellsona Road, Paso Robles, Calif.
Date	06.22.2014
Scale	
Job No.	
Sheet	



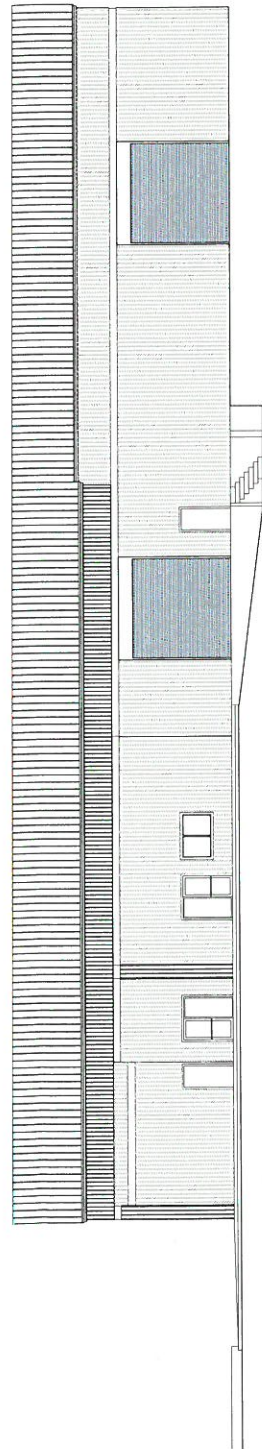
NORTH ELEVATION
 1/8" = 1'-0"



SOUTH ELEVATION
 1/8" = 1'-0"



WEST ELEVATION
 1/8" = 1'-0"



EAST ELEVATION
 1/8" = 1'-0"



SAN LUIS OBISPO COUNTY
DEPARTMENT OF PUBLIC WORKS

Wade Horton, Director

County Government Center, Room 206 • San Luis Obispo CA 93408 • (805) 781-5252

Fax (805) 781-1229

email address: pwd@co.slo.ca.us



Date: April 19, 2016
To: Brian Pedrotti Project Manager
From: Glenn Marshall, Development Services Engineer
Subject: **April 1, 2016 Letter from Kirk Consulting for DRC2014-00084 & LRP2013-00018: Ormonde Minor Use Permit and General Plan Amendment for Truck Sales, Wellsona Rd, Paso Robles**

Public Works has reviewed the subject letter and have no further comments. We continue to recommend the mitigation and ordinance requirements as submitted in our October 9, 2015 project referral response letter.

Please contact me if you have any questions.

Attachment
October 9, 2015 Project Referral Response Letter

G:\Development\DEVSERV Referrals\GPA\LRP13-00018 Saunders, Wellsona Rd, Paso Robles\20150423 Submittal\20160119 Sumbittal\DRC2014-00084 & LRP2013-00018 Ormonde, Wellsona, Paso Robles - Response.docx



SAN LUIS OBISPO COUNTY
DEPARTMENT OF PUBLIC WORKS

Wade Horton, Director

County Government Center, Room 206 • San Luis Obispo CA 93408 • (805) 781-5252

Fax (805) 781-1229

email address: pwd@co.slo.ca.us



Date: October 9, 2015
To: Brian Pedrotti Project Manager
From: Glenn Marshall, Development Services Engineer
Subject: **DRC2014-00084 & LRP2013-00018: Ormonde Minor Use Permit and General Plan Amendment for Truck Sales, Wellsona Rd, Paso Robles**

Thank you for the opportunity to provide initial comments on the subject project. For our use, the General Plan Amendment (GPA) should adequately address anticipated impacts associated with changes to traffic, circulation, drainage, and flood hazard. To address these issues we are providing recommended conditions of approval for the associated use permit, DRC2014-00084.

Public Works Comments:

1. Public Works has reviewed the updated traffic report prepared by Central Coast Transportation Consulting (dated August 6, 2015) and have no further comments.
2. Public Work supports Caltrans recommended conditions of approval as described in their letter dated October 8, 2015, and have incorporated their recommendations in this referral response.
3. Wellsona Road and Benton Road widening improvements were previously approved and (partially?) constructed under permit DRC2003-00063. Because the project was abandoned prior to acceptance of the improvements by the county similar conditions are being recommended. If the improvements are complete then an engineer's improvement certification may be all that is necessary to satisfy a specific condition.
4. The project is located within the Paso Robles Groundwater Basin and must follow the adopted water conservation requirements of the Paso Robles Groundwater Basin Plan.
5. The project meets the applicability criteria for Storm Water Management. Therefore, the project is required to submit a Storm Water Control Plan Application and Coversheet. The Storm Water Control Plan application and template can be found at:
<http://www.slocounty.ca.gov/Assets/PL/Forms+and+Information+Library/Construction+Permit+Documents/Grading+and+Drainage+Documents/SWCP+Application+Pkg.pdf>

The Post Construction Requirement (PCR) Handbook can be found at:
http://www.slocounty.ca.gov/Assets/PL/Grading+and+Stormwater+Mgmt/new_stormwater/PCR+Handbook+1.1.pdf

Recommended Project Conditions of Approval:

Access

1. **At the time of application for construction permits**, the applicant shall submit plans prepared by a Registered Civil Engineer to the Department of Public Works and/or to Caltrans to secure the necessary encroachment permits to install the following improvements in accordance with the respective agencies standards and specifications:
 - a. US 101 northbound median acceleration lane shall be lengthened in accordance with AASHTO standards for heavy vehicles accelerating from zero to 55 miles per hour, and Caltrans requirements.
 - b. Wellsona Road shall be widened along its eastbound approach to US 101 to provide separate left and right channelization in accordance with the Highway Design Manual, and Caltrans requirements.
 - c. Wellsona Road shall be widened to complete the project frontage to a county A-1 rural road section within necessary dedicated right-of-way easements, and the existing site access driveways shall be improved to a county B-1 series rural driveway standard and modified as necessary to accommodate STAA design vehicle turn radii.
 - d. Benton Road shall be widened to complete the project frontages to a county A-1 rural road section within necessary dedicated right-of-way easements, and the existing site access driveway shall be reconstructed to a county B-1 series rural driveway standard.
 - e. Drainage ditches, culverts, and other structures (if drainage calculations require).
 - f. Tree plan identifying protection, removal and replacement.
2. **At the time of application for construction permits**, the applicant shall enter into an agreement and post a deposit with the county for the cost of checking the improvement plans and the cost of inspection of any such improvements by the county or its designated representative. The applicant shall also provide the county with an Engineer of Work Agreement retaining a Registered Civil Engineer to furnish construction phase services, Record Drawings and to certify the final product to the Department of Public Works.
3. **Prior to occupancy or final inspection**, a Registered Civil Engineer must certify to the Department of Public Works that all county and state public improvements have been constructed or reconstructed to the satisfaction of the respective agency; the project conditions of approval, including any related land use permit conditions; and the approved improvement plans. All public improvements shall be completed prior to occupancy of any new structure.
4. **Prior to occupancy or final inspection**, all public improvements have been constructed or reconstructed to the satisfaction of the County Public Works Inspector and Caltrans (State) Inspector.
5. **On-going condition of approval (valid for the life of the project)**, tractor-trailer truck access to the Benton Road driveway shall be restricted to ingress only and identified as such by onsite signage and pavement markings to direct all trucks to egress the site via the Wellsona Road driveways. The owner shall be responsible for ongoing enforcement.

-
6. **On-going condition of approval (valid for the life of the project)**, and in accordance with County Code Section 13.08, no activities associated with this permit shall be allowed to occur within the public right-of-way including, but not limited to, project signage; tree planting; fences; gates; etc. without a valid encroachment permit issued by the Department of Public Works.
 7. **On-going condition of approval (valid for the life of the project)**, the property owner shall be responsible for operation and maintenance of public road frontage landscaping in a viable condition and on a continuing basis into perpetuity or until specifically accepted for maintenance by a public agency.

Drainage

8. **At the time of application for construction permits**, the applicant shall submit complete drainage plans and report prepared by a licensed civil engineer for review and approval in accordance with Section 22.52.110 (Drainage) or 23.05.040 (Drainage) of the Land Use Ordinance. All drainage must be retained or detained on-site and the design of the basin shall be approved by the Department of Public Works.
9. **At the time of application for construction permits**, the applicant shall submit complete erosion and sedimentation control plan for review and approval in accordance with 22.52.120.
10. **On-going condition of approval (valid for the life of the project)**, the project shall comply with the requirements of the National Pollutant Discharge Elimination System Phase I and / or Phase II storm water program and the County's Storm Water Pollution Control and Discharge Ordinance, Title 8, Section 8.68 et sec.
11. **On-going condition of approval (valid for the life of the project)**: In accordance with 8.68.130 (Article III), non-storm water discharges into the county storm drain system shall require an encroachment permit as described in Chapter 13.08 of the County Code. Permits shall only be issued when applicant successfully demonstrates compliance with all requirements of Article III.

Storm Water Control Plan

12. **At the time of application for construction permits**, the applicant shall demonstrate whether the project is subject to the LUO Section for Storm Water Management. Applicable projects shall submit a Storm Water Control Plan (SWCP) prepared by an appropriately licensed professional to the County for review and approval. The SWCP shall incorporate appropriate BMP's, shall demonstrate compliance with Storm Water Quality Standards and shall include a preliminary drainage plan, a preliminary erosion and sedimentation plan. The applicant shall submit complete drainage calculations for review and approval.
13. **At the time of application for construction permits**, if necessary, the applicant shall submit a draft "Private Storm Water Conveyance Management and Maintenance System" exhibit for review and approval by the County.

14. **Prior to issuance of construction permits**, if necessary, the applicant shall record with the County Clerk the "Private Storm Water Conveyance Management and Maintenance System" to document on-going and permanent storm drainage control, management, treatment, disposal and reporting.

G:\Development_DEVSERV Referrals\GPA\LRP13-00018 Saunders, Wellsona Rd, Paso Robles\20150423 Submittal\DRC2014-00084 & LRP2013-00018 Ormonde, Wellsona, Paso Robles.docx



289 Wellson Rd

SAN LUIS OBISPO COUNTY

DEPARTMENT OF PLANNING AND BUILDING

THIS IS A NEW PROJECT REFERRAL

RECEIVED

DATE: 4/6/2015

TO: Env. Health

APR 13 2015

FROM: Brian Pedrotti (805-788-2788 or bpedrotti@co.slo.ca.us)
North County Team / Development Review

PROJECT DESCRIPTION: LRP2013-00018 SAUNDERS – Proposed ordinance amendment to allow truck sales and service within the Wellsona Road Commercial Services area. Site location is 80 Wellsona Rd, Paso Robles. APN: 027-321-027

Return this letter with your comments attached no later than: 14 days from receipt of this referral. CACs please respond within 60 days. Thank you.

PART 1 - IS THE ATTACHED INFORMATION ADEQUATE TO COMPLETE YOUR REVIEW?

- YES (Please go on to PART II.)
- NO (Call me ASAP to discuss what else you need. We have only 10 days in which we must obtain comments from outside agencies.)

PART II - ARE THERE SIGNIFICANT CONCERNS, PROBLEMS OR IMPACTS IN YOUR AREA OF REVIEW?

- YES (Please describe impacts, along with recommended mitigation measures to reduce the impacts to less-than-significant levels, and attach to this letter)
- NO (Please go on to PART III)

PART III - INDICATE YOUR RECOMMENDATION FOR FINAL ACTION.

Please attach any conditions of approval you recommend to be incorporated into the project's approval, or state reasons for recommending denial.

IF YOU HAVE "NO COMMENT," PLEASE SO INDICATE, OR CALL.

Applicant must complete their Hazmat Facility closure process with this office for all old facilities. Applicant must submit a Hazmat Business Plan for this facility with this office. Applicant will need a new TPID # 4/14/15

Date

Name

Phone

for their waste tires. Contact Linnea Faulkner @ 781-4917 with any questions

↩ Reply | ∨ 🗑 Delete Junk | ∨ ⋮

Re: DS Condition (AQ3) --- Re: APCD Accepts that the Updated Screening Risk Assessment shows the risk impact is less than significant; RE: FW: APCD Comments on Paso Robles Truck Center- Screening Risk Assessment

Andrew Mutziger

Thu 6/29/2017, 1:55 PM

Francisco <Francisco@kirk-consulting.net>; Brian Pedrotti; Melissa Guise ∨

👤 ↩ Reply | ∨

Inbox

You replied on 6/29/2017 2:38 PM.

Hi Francisco and Brian,

The AQ3 condition was requested by APCD prior to the publication of our current map that shows the new Paso Robles Truck Center location on Wellsona is not in a NOA buffer zone. Therefore, the APCD recommends removal of the AQ3 condition.

As for AQ4 for asbestos demolition activity, we recommend retaining that condition to ensure potential asbestos covered underground pipes that are exposed during the project's earthwork are properly managed.

Please let me know if you have any additional questions.

Sincerely,

*Andy Mutziger
Planner - SLOCAPCD
805-781-5956
slocleanair.org*

From: Francisco <Francisco@kirk-consulting.net>

Sent: Thursday, June 15, 2017 11:44 AM

To: Andrew Mutziger

Subject: DS Condition (AQ3)

Hello Andy,

Just wanted to check with you to see if we can remove condition AQ3 in the attached developer statement. The project site is a few miles away from the nearest Natural Occurring Asbestos area. Refer to attached map. Can you please explain why AQ-4 is on there as well?

Thank you,

Reply | ▾ Delete Junk | ▾ ...

Francisco Ruiz

Planner I

Kirk Consulting

8830 Morro Rd.

Atascadero, CA 93422

Phone: (805)-461-5765

Fax: (805)-462-9466

francisco@kirk-consulting.net

From: Andrew Mutziger

Sent: Wednesday, December 16, 2015 3:17 PM

To: Francisco; Brian Pedrotti

Cc: Jamie Kirk; Melissa Guise

Subject: RE: APCD Accepts that the Updated Screening Risk Assessment shows the risk impact is less than significant;
RE: FW: APCD Comments on Paso Robles Truck Center- Screening Risk Assessment

Hi Francisco and Brian,

The APCD has reviewed the revised screening risk assessment report you prepared based on our 11 Dec 2015 email; the report is consistent with our 11 Dec direction.

Again, we concur that the screening risk assessment for this project, accomplished by Kirk Consulting, is worst case and is below the APCD 10 in a million Type A project type significance threshold.

Could you please send us the Kirk Consulting final screening risk assessment Excel file for our records and thank for letting us know that Kirk Consulting will ensuring that the COA will specify weekdays only workdays for the HHD truck service department.

Please let me know if you have any questions.

Sincerely,

Andy Mutziger

Air Quality Specialist

San Luis Obispo County Air Pollution Control District

(805) 781-5956

fax: (805) 781-1002

www.slocleanair.org

▾ Francisco ---12/15/2015 01:47:00 PM---Andy, Attached is an updated Health Risk Assessment for the Paso Robles Truck Center. I will make su

From: Francisco <Francisco@kirk-consulting.net>

To: "amutziger@co.slo.ca.us" <amutziger@co.slo.ca.us>



Air Pollution Control District
San Luis Obispo County

April 20, 2015

Mr. Brian Pedrotti
Ms. Holly Phipps
San Luis Obispo County Department of Planning & Building
County Government Center
San Luis Obispo, CA 93401

SUBJECT: APCD Comments Regarding the Ordinance Amendment for Truck Sales and Service at 80 Wellsona Road, Paso Robles (LRP2013-00018)

Dear Mr. Pedrotti and Ms. Phipps,

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 Ordinance Amendment to allow truck service, repair and retail sales within the Wellsona Commercial Service Area Plan Standards that are contained in the Salinas River Area Plan. This amendment is proposed to allow the development of a new location for the Paso Roble Truck Center on a 4.17 acre parcel at 80 Wellsona Road, just north of Paso Robles. This business was previously located at 2348 Golden Hills Road in Paso Robles and is currently at a temporary location at 2981 Union Road in Paso Robles. The new truck center is proposed to be 25,600 square feet in size with a pass-by-trip adjusted new daily trip rate for this Wellsona Road/Hwy101 intersection of 304. The project location is within 1,000 feet of several homes. *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 - Exceeds Threshold

Based on the APCD emission estimates using the most recent CalEEMod computer model and screening criteria, the construction phase could exceed the APCD's construction emission threshold of 2.5 tons/quarter for particulate matter less than 10 microns as identified in Table 2-1 of the CEQA Air Quality Handbook (see APCD web page: www.slocleanair.org/business/landuseceqa.php). The construction thresholds for other construction phase pollutant emissions (i.e. ozone precursors) are not expected to be exceeded during the construction phase of this project. **Should this Ordinance**

Amendment be approved and the project is then approved to be built, the following construction phase air quality mitigation measures shall be necessary:

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 <http://www.slocleanair.org/business/asbestos.php>.

Demolition of Asbestos Containing Materials

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during 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 NESHAP).** These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 for further information.

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 greater than 4-acres or 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;
- 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 should be 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, 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 Phase Idling Limitations

This project is within 1,000 feet of several residential sensitive receptors. 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/froal.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 - Below Threshold

Based on the APCD operational phase emission estimates using Table 1-1 in the APCD's 2012 CEQA Handbook, the operational phase would likely be less than the APCD's significance threshold values identified in Table 3-2 of the CEQA Air Quality Handbook. **Therefore, with the exception of the requirements below, the APCD is not requiring other operational phase mitigation measures for this project.**

Health Risk Assessment -Type A - New Toxic Source that Impacts Sensitive Receptors

This project has the potential to emit toxic or hazardous air pollutants and is located in close

proximity to sensitive receptors. Sensitive receptor locations include schools, residential dwellings, parks, day care centers, nursing homes, and hospitals. Health impacts may be significant due to increased cancer risk for the affected population, even at a very low level of emissions. Such projects are required to prepare a health risk assessment to determine the potential level of risk associated with their operations.

In July 2009, the California Air Pollution Control officers Associations (CAPCOA) adopted a guidance document, "HEALTH RISK ASSESSMENTS FOR PROPOSED LAND USE PROJECTS," to provide uniform direction on how to assess the health risk impacts from and to proposed land use projects. The CAPCOA guidance document focuses on how to identify and quantify the potential acute, chronic, and cancer impacts of sources under CEQA review. As defined in the CAPCOA guidance document there are basically two types of land use projects that have the potential to cause long-term public health risk impacts and are named Type A and Type B.

This project is considered a Type A project, a new proposed land use project that generate toxic air contaminants (such as loading docks, gasoline stations, distribution facilities or asphalt batch plants) that impact sensitive receptors. Air districts across California are uniform in their recommendation to use the significance thresholds that have been established under each district's "Hot Spots" and permitting programs. The APCD has defined the excess cancer risk significance threshold at **10 in a million** for Type A projects in San Luis Obispo County.

Prior to completion of the project's environmental assessment, the APCD recommends that the project proponent perform a screening level health risk assessment to determine the potential health risks to residents of the development. If the screening assessment is above 10 in a million, a more comprehensive health risk analysis shall be required. Results of the screening and/or the refined health risk assessment need to be provided to the APCD for review and approval.

Operational Permit Requirements

The Paso Robles Truck Center has APCD spray booth permit (#754-3). **The project proponent needs to update the permit now due to site location changes. Further, below is a list of other equipment that will need to be permitted if they will be included in the operation of the new location.** This list should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendix, page 4-4, in the APCD's 2012 CEQA Handbook.

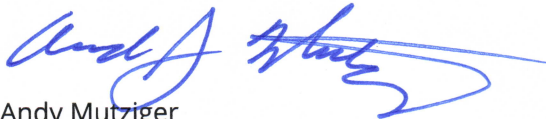
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Auto and vehicle repair and painting facilities;
- Boilers;
- Internal combustion engines;
- Cogeneration facilities; and
- Unconfined abrasive blasting operations.

Most facilities applying for an Authority to Construct or Permit to Operate with stationary diesel engines greater than 50 hp, should be prioritized or screened for facility wide health risk impacts. A diesel engine-only facility limited to 20 non-emergency operating hours per year or that has demonstrated to have overall diesel particulate emissions less than or equal to 2 lb/yr does not

need to do additional health risk assessment. **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.**

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,



Andy Mutziger
Air Quality Specialist

AJM/arr

cc: Mr. Steven Ormonde
Tim Fuhs, Enforcement Division, APCD
Gary Willey, Engineering Division, APCD

DEPARTMENT OF TRANSPORTATION
TRANS DISTRICT 5
J HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Making Conservation
a California Way of Life.*

JAN 17 2018

January 11, 2018

Mr. Brian Pedrotti
Planning and Building
County of San Luis Obispo
1055 Monterey Street
San Luis Obispo, CA 93408

Dear Mr. Pedrotti:

This is in response to the proposed traffic mitigation plan for the Paso Robles Truck Center Facility provided to me via email on January 5, 2018.

The proposal outlined in a memorandum dated September 21, 2017 does not change the recommendation we offered in our most recent correspondence of August 22, 2017, enclosed again for reference. We respect the County's role as lead agency to make a determination on the project under the California Environmental Quality Act.

Thank you for your continued cooperation with Caltrans regarding this project.

Sincerely,

AILEEN K. LOE
Deputy District Director
Planning and Local Assistance

Enclosure

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

DEPARTMENT OF TRANSPORTATION

DISTRICT 5
1500 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Making Conservation
a California Way of Life.*

August 22, 2017

05-SLO-101 PM 61.880

Mr. Brian Pedrotti
Planning and Building
County of San Luis Obispo
1055 Monterey Street
San Luis Obispo, CA 93408

Dear Mr. Pedrotti:

This letter is to notify you that Caltrans is initiating a project to reduce collisions at the US 101/Wellsona Road intersection. On August 8, 2017, District 5 received conceptual approval from the Caltrans Safety Program to construct an undercrossing just south of the current intersection (see attached concept). The purpose of this improvement is to eliminate all left turn movements at the intersection. The concept would close the median crossing and maintain local circulation and access. The estimated \$13 million project is proposed for funding from the State Highway Operation and Protection Program and is expected to be in construction by 2022.

With regard to the proposed Saunders Wellsona Truck Facility development, we advise the County to uphold its condition of approval to extend the northbound acceleration lane. This mitigation remains warranted by the development in the intervening time period prior to the completion of the intersection improvement.

In the next few months, we will be reaching out to County staff for participation in the development of the undercrossing project. Thank you for your continued support and partnership.

Sincerely,

SARA VON SCHWIND, P.E., PMP
Deputy District Director
Maintenance and Operations

Enclosure

- c. Dave Flynn, County Public Works
Ron DeCarli, SLOCOG

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DEPARTMENT OF TRANSPORTATION

CALTRANS DISTRICT 5
50 HIGUERA STREET
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PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Making Conservation
a California Way of Life.*



05-SLO-101 PM 61.880

August 22, 2017

Mr. Brian Pedrotti
Planning and Building
County of San Luis Obispo
1055 Monterey Street
San Luis Obispo, CA 93408

Dear Mr. Pedrotti:

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With regard to the proposed Saunders Wellsona Truck Facility development, we advise the County to uphold its condition of approval to extend the northbound acceleration lane. This mitigation remains warranted by the development in the intervening time period prior to the completion of the intersection improvement.

In the next few months, we will be reaching out to County staff for participation in the development of the undercrossing project. Thank you for your continued support and partnership.

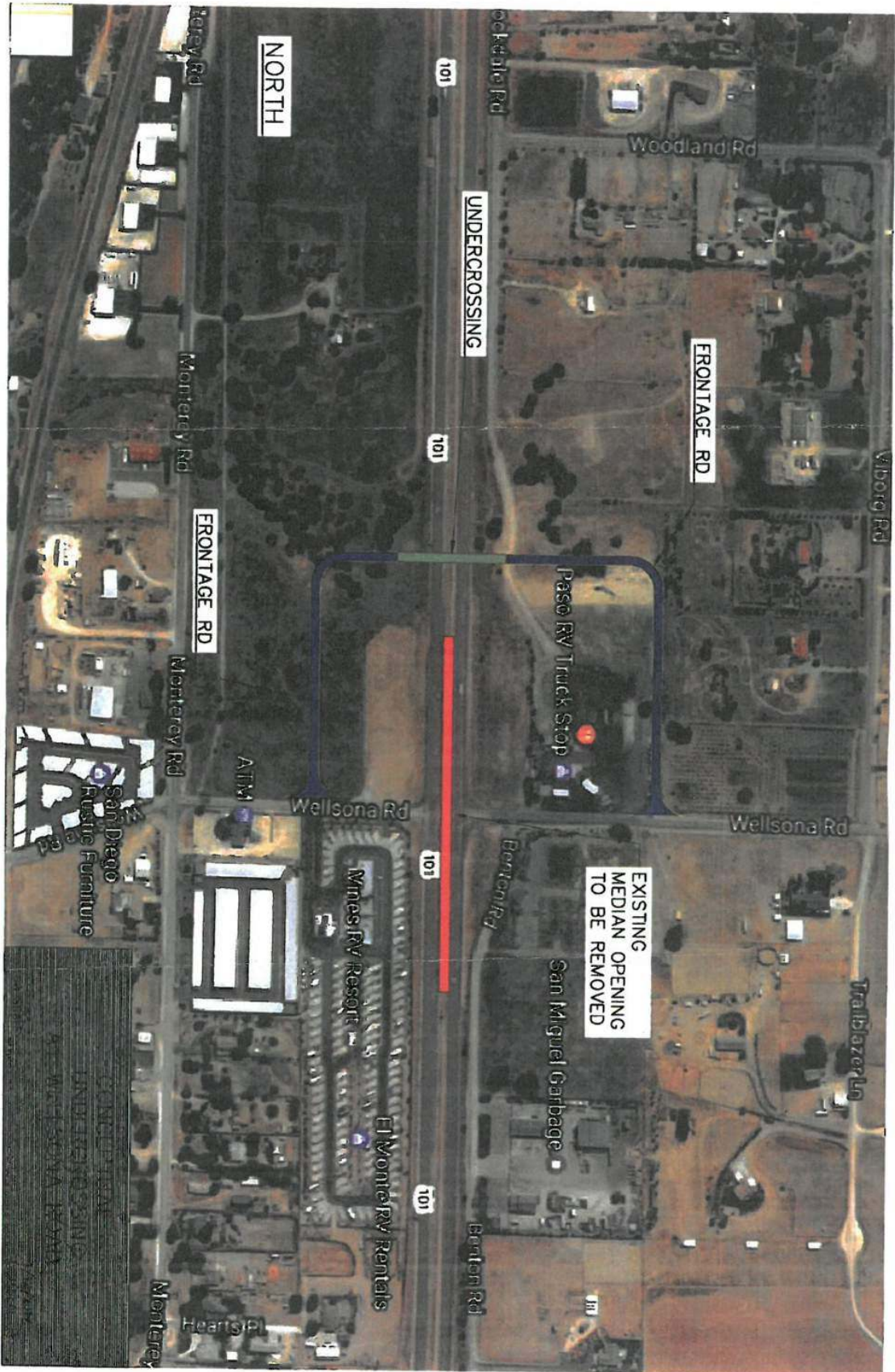
Sincerely,

SARA VON SCHWIND, P.E., PMP
Deputy District Director
Maintenance and Operations

Enclosure

- c. Dave Flynn, County Public Works
Ron DeCarli, SLOCOG

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DEPARTMENT OF TRANSPORTATION
 50 HIGUERA STREET
 SAN LUIS OBISPO, CA 93401-5415
 PHONE (805) 549-3111
 TTY 711



*Serious Drought.
 Serious drought.
 Help save water!*

January 19, 2016

Ms. Holly Phipps
 County of San Luis Obispo
 Department of Planning and Building
 976 Osos Street, Room 300
 San Luis Obispo CA 93408-2040

05-SLO-101-061.88

FOLLOW UP COMMENTS ON THE PROPOSED SAUNDERS WELLSONA TRUCK FACILITY

Dear Ms. Phipps:

The following comments are in response to concerns communicated to us by the consultant at a meeting on December 30, 2015 regarding our letter dated October 8, 2015 on the proposed Saunders Wellsona truck facility.

In the October 8th letter, Caltrans stated that the project will produce a significant impact to the Level of Service (LOS) threshold to US 101 as indicated in the traffic study. Due to the impact, Caltrans requested, as a condition of approval, the extension of the US 101 northbound acceleration lane (in the center median) in conformance with AASHTO standards for heavy vehicles accelerating from zero to 55 miles per hour. The consultant had concerns about the nexus between LOS and the requested mitigation. We agree with the consultant that there is not a nexus to LOS but instead to safety given the proposed truck trips that will be added to the at-grade intersection. Therefore, our request for the acceleration lane remains while only clarifying our reasoning for it.

At the meeting the consultant also disagreed with our reasoning for requesting as a condition of approval the construction of channelization for left and right turn movements on the eastbound approach of Wellsona Road to US 101. The objection was based on the grounds that the LOS calculation of a two-way stop-controlled (TWSC) intersection is not based on analyzing each approach independently but that the approaches may be averaged together. However, as the Highway Capacity Manual (2010 edition) states:

“LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask important LOS deficiencies for minor movements.” (HCM, 2010 edition, page 19-1)

Therefore, Caltrans stands by its reasoning for requesting the channelization for left and right turn movements at this approach to the intersection.

*“Provide a safe, sustainable, integrated and efficient transportation system
 to enhance California’s economy and livability”*

Page 2

If you have any questions or concerns, please feel free to contact me at (805) 549-3131 or adam.fukushima@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Adam Fukushima', with a stylized flourish at the end.

Adam Fukushima, PTP
Development Review
Caltrans District 5

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
 SAN LUIS OBISPO, CA 93401-5415
 PHONE (805) 549-3111
 TTY 711



*Serious Drought.
 Serious drought.
 Help save water!*

October 8, 2015

Ms. Holly Phipps
 County of San Luis Obispo
 Department of Planning and Building
 976 Osos Street, Room 300
 San Luis Obispo CA 93408-2040

05-SLO-101-061.88

COMMENTS ON THE PROPOSED SAUNDERS WELLSONA TRUCK FACILITY

Dear Ms. Phipps:

The California Department of Transportation (Caltrans) appreciates your consultation on this project and has reviewed the revised Traffic Impact Study we received on September 21, 2015. We offer the following comments for your consideration.

- 1) The Traffic Study shows that the project will produce a significant impact to the Level of Service (LOS) threshold of US 101. Therefore, Caltrans requests that as a condition of the project's approval the US 101 northbound acceleration lane (in the center median) be extended to conform with AASHTO standards for heavy vehicles accelerating from zero to 55 miles an hour.
- 2) Caltrans also requests that the eastbound approach of Wellsona Street to US 101 construct channelization for separate left and right turn movements. The separation of movements will help alleviate delay associated with the project.
- 3) Both of the above listed improvements will require an encroachment permit from Caltrans. We request that the work be completed prior to occupancy of the property.
- 4) US 101 is the principle north-south interregional travel corridor on the central coast and the backbone for the economic well-being and quality of life of the region. The Department's long range strategy for US 101 is to upgrade the facility to full access control with grade-separated connections to the local road network. The principle behind access control is to reduce conflict points between turning vehicles and through traffic created by at-grade connections and median openings. Since the Wellsona / US 101 intersection is now experiencing a level of service that is above the threshold of significance, we encourage a dialogue with the County on a strategy to meet the long term needs of the intersection.

If you have any questions or concerns, please feel free to contact me at (805) 549-3131 or adam.fukushima@dot.ca.gov.

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Page 2

Sincerely,

A handwritten signature in black ink, appearing to read 'Adam Fukushima', written in a cursive style.

Adam Fukushima, PTP
Development Review
Caltrans District 5

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
 SAN LUIS OBISPO, CA 93401-5415
 PHONE (805) 549-3111
 TTY 711



*Serious drought.
 Help save water!*

June 12, 2015

Ms. Holly Phipps
 County of San Luis Obispo
 Department of Planning and Building
 976 Osos Street, Room 300
 San Luis Obispo CA 93408-2040

05-SLO-101-061.88

COMMENTS ON THE PROPOSED SAUNDERS WELLSONA TRUCK FACILITY

Dear Ms. Phipps:

The California Department of Transportation (Caltrans) appreciates your consultation on this project. US 101 is the principle north-south interregional travel corridor on the central coast and the backbone for the economic well-being and quality of life of the region. The *US 101 Transportation Concept Report* is the Department's long range plan for the corridor that analyzes current and future conditions and recommends strategies to support a safe and efficient system into the future.

The long range strategy for US 101 is to upgrade the facility to full access control with grade-separated connections to the local road network. The principle behind access control is to reduce conflict points between turning vehicles and through traffic created by at-grade connections and median openings. Therefore, the Department has concerns about projects which have the potential to intensify the use of at-grade connections. With this in mind, the Department offers the following specific comments for your consideration on the traffic impact letter we received dated April 6, 2015.

- 1) The analysis for the intersection of US 101 and Wellsona Road needs to be recalculated. Per the Highway Capacity Manual, the LOS calculation of a two-way stop-controlled (TWSC) intersection must be done by analyzing each approach independently and not averaging all approaches together. By averaging all of the approaches together, the analysis underestimates the impact of the project. We request to review a recalculated analysis.
- 2) The analysis of the pass by trips needs to be recalculated. Pass by trips may be applicable but the introduction of the turning movements to the intersection will be new. The analysis may omit pass by trips from the mainline but not the intersection. We request to review a recalculated analysis.
- 3) We request a copy of the collision report. The letter provided a collision summary but did not provide a collision report for our independent review.

If you have any questions or concerns, please feel free to contact me at (805) 549-3131 or adam.fukushima@dot.ca.gov.

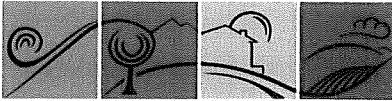
*"Provide a safe, sustainable, integrated and efficient transportation system
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Page 2

Sincerely,

A handwritten signature in black ink, appearing to read 'Adam Fukushima', written in a cursive style.

Adam Fukushima, PTP
Development Review
Caltrans District 5



HAZARDOUS WASTE AND SUBSTANCES STATEMENT DISCLOSURE

PLANNING & BUILDING DEPARTMENT • COUNTY OF SAN LUIS OBISPO
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

Project Title: Ordinance Amendment LRP2013-00018 & MUP DRC2014-00084 **Project APN(s):** 027-321-027

HAZARDOUS WASTE AND SUBSTANCES

Per Government Code section 65962.5, known as the 'Cortese List' (AB3750), I have consulted the following websites/lists to determine if the subject property contains hazardous wastes or substances:

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database (<http://www.envirostor.dtsc.ca.gov/public/>)
- List of Leaking Underground Storage Tank Sites by County and Fiscal Year from Water Board GeoTracker database (<http://geotracker.waterboards.ca.gov/>)
- List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit (PDF). (<http://www.calepa.ca.gov/SiteCleanup/CorteseList/CurrentList.pdf>)
- List of "active" CDO and CAO from Water Board PLEASE NOTE: This list contains many Cease and Desist Orders and Cleanup and Abatement Orders that do NOT concern the discharge of wastes that are hazardous materials. (<http://www.calepa.ca.gov/SiteCleanup/CorteseList/default.htm>)
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC (<http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm>)

After consultation with each of the lists provided on the above websites, I verify that the subject parcel(s) and proposed development (and any alternative development sites, if applicable) (Check box):

Is not included on any of lists found on the above-referenced websites.

Is included on one or more of the lists found on the above-referenced websites. Pursuant to Section 65962.5 of the Government Code, the following information is provided related to this site/application:

Name of applicant: Steve Ormonde (Ormonde Properties Inc)

Address: 80 Wellsona Rd. Paso Robles CA

Address of site (street name & number if available, City, State and ZIP Code):

80 Wellsona Road, Paso Robles, CA

Local agency (city/county): SLO County

Assessor's book, page, and parcel number: APN 027-321-027

Specify any list pursuant to Section 65962.5 of the Government Code: _____

Adjacent Site- List of Leaking Underground Storage Tank (Case Closed)

Regulatory identification number: Case No. 830

Date of list: 1989

Francisco Vazquez

Signature of Applicant

Kirk Consulting

Name of Applicant (Print)

1-13-17

Date

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