

# ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM CITY OF PASO ROBLES

- 1. PROJECT TITLE:** **San Antonio Winery – Wine Prod. Facility**
- Concurrent Entitlements:** **PD 14-005**
- 2. LEAD AGENCY:** City of Paso Robles  
1000 Spring Street  
Paso Robles, CA 93446
- Contact:**  
**Phone:** (805) 237-3970  
**Email:**
- 3. PROJECT LOCATION:** North of Wisteria Lane, between Danley Ct. and Golden Hill Rd.
- 4. PROJECT PROPONENT:** **Kirk Consulting**
- Contact Person:** **Mandi Pickens (Representative)**
- Phone:** **(805) 461-5765**  
**Email:** mandi@kirk-consulting.net
- 5. GENERAL PLAN DESIGNATION:** **BP (Business Park)**
- 6. ZONING:** **PM (Planned Industrial)**
- 7. PROJECT DESCRIPTION:**

**Project Location:**

This project is located on 5.17 acres, which involves two parcels, lots 1 & 2 of Tract 2269 (APN 025-421-028, 029). This property is situated on the northeastern section of the Golden Hill Road and Wisteria Lane intersection, in the City of Paso Robles, CA. The property is located in the Golden Hill Business Park where Business Park is the designated land use and is zoned Planned Industrial. The Golden Hill Business Park planned industrial development recognizes winery processing facilities as an allowable use. The site is also located within Airport Safety Zone area 5 of the City's Airport Land Use Plan. The site is currently vacant with the exception of curb gutter and sidewalk improvements around the perimeter as well as landscape on the western property, Golden Hill frontage.

**Project Proposal:**

The proposed project is for a Development Plan for a new and phased winery processing facility which also involves the merging of two existing parcels.

Refer to summary of winery use areas/phasing for the proposed project and detailed design discussion below.

**Winery Building Use Areas (\*represents build-out):**

TOTAL WINERY USE AREAS: **125,148 SF**

**Phase I: Establish 62,986sf Winery Facility (Processing, Storage and Admin) by harvest 2016**

- Fermentation, Barrel Rooms, Administration and Caretaker quarters: 50,983 sf
  - Outdoor winery operations: 12,003 sf
- Parking, access and supportive infrastructure (wastewater package treatment, cooling and other utilities) will be constructed at Phase I.*

Phase I will accommodate a 150,000 annual case production.

**Phase II: 36,565sf Expansion of Processing Facility and Extension of Covered Crush Pad**

- Fermentation and Barrel Rooms Expansion: 25,335 sf
- Outdoor Covered Crush Pad Extension: 11,230 sf

Phase II will accommodate an increase in annual production for a total of 220,000 cases.

**Phase III: 25,597sf Expansion of Processing Facility and Extension of Covered Crush Pad**

- Fermentation and Barrel Rooms Expansion: 20,610 sf
- Outdoor Covered Crush Pad Extension: 4,987 sf

Phase II will accommodate ultimate buildout and final, annual case capacity at 300,000 cases.

**Phasing Discussion**

The following provides a breakdown of the three phases and how each one will operate.

Phase 1-This phase is intended to be developed by harvest 2016. Winery production, storage and administration will be constructed in time to facilitate this process. Access, parking and utilities will be installed, as well as the initial phase of the wastewater treatment facility. Perimeter landscape and fencing will be provided.

At this phase, during production, trucks will utilize the main production access and then will circulate behind the Phase 1 structure, where future Phase 2 building location will be, and out Golden Hill Rd. This will be the temporary route until Phase 2 is completed.

Phase 2 and 3- Phases 2 and 3 are extensions of Phase 1 to accommodate additional room for barrel storage, crush and fermentation. It also includes a covered loading dock off of Golden Hill Road.

## **Design Concept**

San Antonio Winery recognizes that the site location also faces residential areas to the west and northwest, so the design oriented the majority of operations to the east side of the site and utilized the building to act as a visual and sound screen for the residential neighbors. The design also respects the neighboring parcels with commercial and industrial uses by locating “back-of-house” operations in areas with little visual and noise impact, landscaping the complete perimeter of the property, providing human scale building elements along the prominent street facades, and routing main circulation patterns away from Danley Court.

## **Height Exception Request: Tower and roof monitors**

The main production facility will meet the maximum height allowed (50'). There is a tower feature at the corner of Phase I which stands as an architectural feature and has a cupola that reaches 53' feet and roof monitors that are 56' feet in height. The code allows the City to approve an exception to the building height limit for features such as a cupola. This request is being made as part of this project.

## **Activities associated with the Winery**

This new facility will serve as San Antonio Winery's production facility. Their tasting room will continue to be located at their Buena Vista location and their main headquarters will remain at their Los Angeles facility.

This proposal includes the ability to accommodate wine distributors and club members within the lobby, meeting and courtyard areas. Activities included, but not limited to: wine tours, seminars, distribution expo, club dinners.

Harvest occurs typically during August-October annually. During this time the winery will experience more activity than throughout the remainder of the year. Outdoor winery use areas would most likely occur from 7am- 8pm. The only outdoor lighting associated with outdoor winery use is downlit and located under roof of covered crush pad. This area is furthest away from residential development. The loading dock along Golden Hill Road is not anticipated to be utilized outside of the hours noted above. Indoor operations may occur outside of the timeframes noted above.

- 8. ENVIRONMENTAL SETTING:** The 5.17 acre site is a merger of lots 1 & 2 of Tract 2269. The site is a vacant site that was developed with curb, gutter, sidewalk and utilities with the original development of Tract 2269.

A Mitigated Negative Declaration (MND) was approved for Tract 2269 (Res. 98-001) that identified that with the development of Tract 2269, airport compatibility, circulation, water, drainage, open space, and aesthetics, would be impacts that would need further mitigation to reduce the impacts to less than significant. The mitigation measures are outlined in the Tentative Tract Resolution (Res. 98-014) and the Development Plan Resolution for PD 97-013 (Res. 98-002) and will be discussed in the corresponding section of this Initial Study Checklist. Generally, most of the mitigation measures listed in Res. 98-014 was completed with the public improvements and the recording of the tract map. This report indicates that the proposed San Antonio Winery project identifies impacts related to traffic impacts and air quality. As indicated in this report, traffic impacts will be addressed by paying the required traffic impact at the time of occupancy of the project and that only construction level

mitigation was indicated necessary related to air quality impacts. Since paying traffic impact fees and providing standard air quality mitigation during construction are considered Standard Conditions, they are not indicated as mitigation measures as a result of this environmental review, and therefore Negative Declaration will be prepared.

**9. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED):** None.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

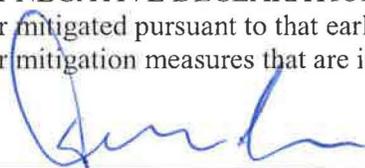
- |                                                            |                                                             |                                                             |
|------------------------------------------------------------|-------------------------------------------------------------|---------------------------------------------------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

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

On the basis of this initial evaluation:

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

Signature:



Date

4/8/15

## **EVALUATION OF ENVIRONMENTAL IMPACTS:**

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

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

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

Discussion: The project site is not located within a scenic vista.

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

Discussion: The site is not considered a scenic resource and is not located along a state scenic highway, and there are no historic buildings located on this site.

- |    |                                                                                                  |                          |                          |                                     |                          |
|----|--------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. | Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Aesthetics was one of the impacts that was identified in the MND for Tract 2281. Condition No. 3 and 13 of the Res. 98-002 indicated the use of decorative masonry materials for any walls along Golden Hill Road and the eastern tract boundary. Also indicated was the requirement to use non-reflective building materials. Condition No. 24 in the Res. 98-014 indicated a landscaping plan for landscape screening along the tract eastern boundary.

There will be no fencing or walls proposed along Golden Hill Road frontage, except between the building and the northern project boundary, where there will be a decorative black tubular steel fencing and gate. Incorporated into the fencing will be decorative masonry columns. The fencing will extend along the northern boundary, and along the eastern boundary adjacent to Danley Court, and then terminate with a gate at the southeast corner of the building. The project proposes to utilize mainly metal panels for siding and roofing. The neutral color of the metal siding and roofing will prevent it from being reflective. Lots 1 and 2 (project site) does not border the eastern boundary of Tract 2269, therefore the conditions related to the landscaping along the eastern boundary would not apply to this project. However, the project has provided a landscape plan that will help complement the site and building architecture. The landscaping plan provides enhanced landscaping to help screen the equipment area located at the northeast corner of the site.

The proposed development has been designed to provide enhanced architectural elements for the architectural elevations that face Wisteria Lane and Golden Hill Road. The building has been placed so that outdoor activities of the winery operation would be blocked from view from the Golden Hill and Wisteria Lane views. The plan does include truck loading docks on the west side of the building that will be visible from Golden Hill Road. The docks would be part of Phase II, and would be large enough to allow for up to three trucks to dock at one time. The indentation of the building to accommodate the docks does break up the expanse of the buildings between Phase I and Phase II.

The main production facility will be at or under the maximum height limit for the PM zoning district which is 50-feet. There is a request by the applicants to allow for the tower element at the corner of the Phase I building to allow for a cupola that would extend to 54-feet tall and the roof monitors located on the ridge of the building to extend to 56-feet tall.

The height exceptions proposed would seem to be in scale and be improved architectural elements for the building. As a result of the site planning, building architecture and proposed landscaping, the project would not degrade the existing visual character or quality of the site or surroundings.

- |                                                                                                                                           | Potentially<br>Significant<br>Impact | Less Than<br>Significant with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact | No<br>Impact                        |
|-------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|-------------------------------------------------------------|------------------------------------|-------------------------------------|
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1, 2, 10) | <input type="checkbox"/>             | <input type="checkbox"/>                                    | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| Discussion: Any new exterior lighting will be required to be shielded so that it does not produce off-site glare.                         |                                      |                                                             |                                    |                                     |

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

- |                                                                                                                                                                                                                                                |                          |                          |                          |                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project is not located on agriculturally zoned land and there are no agricultural activities taking place on the site.

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|--------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See discussion section for Section II.a.

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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. Conflict with existing zoning for, or cause rezoning of, forest, land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 5114(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project is not located on agriculturally zoned land and there are no agricultural activities taking place on the site.

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|--------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project is not located on land zoned for forest purposes.

- |                                                                                                                                                                                                              |                          |                          |                          |                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: This project would not result in the conversion of farmland or forest land.

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

- |    |                                                                                           |                          |                          |                                     |                          |
|----|-------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Conflict with or obstruct implementation of the applicable air quality plan? (Source: 11) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|-------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Discussion: The San Luis Obispo County area is a non-attainment area for the State standards for ozone and suspended particulate matter. The SLO County Air Pollution Control District (APCD) administers a permit system to ensure that stationary sources do not collectively create emissions which would cause local and state standards to be exceeded. The potential for future project development to create adverse air quality impacts falls generally into two categories: Short term and Long term impacts.*

An Air Quality Study was prepared by Nexus Planning Consultants (March 7, 2015) where the air quality impacts resulting from the construction and operation of the San Antonio Winery project was evaluated. The impacts were evaluated for their significance based on the SLOAPCD environmental thresholds of significance. The Study concluded that while there will be temporary addition of pollutants to the local airshed as a result of dust emissions and combustion pollutants from onsite construction equipment, as well as from off-site trucks hauling construction materials, construction of the proposed project would not exceed the APCD daily Tier 1, or Tier 2 emissions thresholds for reactive organic gasses (ROGs) and oxides of nitrogen (NOx), fugitive dust emissions (PM10), or diesel particulate matter (DPM) used for determining significance of phased construction emissions.

The Study indicated that the operation of the proposed project would produce ROG, NOx, Carbon monoxide (CO), sulfur oxides (SOx), and particulate matter with a diameter less than or equal to 10 microns and particulate matter with a diameter less than or equal to 2.5 microns (PM 10, and PM2.5, respectively) emissions associated with vehicle sources, and area sources such as energy use and landscape maintenance. The proposed project's operations at full build out in 2020 would not generate vehicle emissions that would exceed the SLOAPCD's ROG and NOx combined significance thresholds of 25 pounds per day. Additionally, the project's combined area and vehicle emissions for operations would not exceed the SLOAPCD's daily PM 10, DPM, or CO emissions threshold. Operational emissions would not exceed ROG and NOx (combined) or PM10 annual thresholds. The analysis concludes that the daily construction and operations emissions would not exceed the thresholds for criteria pollutants during any of the three proposed phases during construction, therefore, impacts would be less than significant. Furthermore, the project has been designed to incorporate all feasible standard measures outlined in condition No. 9 of Res. 98-002.

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

Discussion: See Section III.a

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

Discussion: See Section III.a

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Expose sensitive receptors to substantial pollutant concentrations? (Source: 11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: Besides the short term impacts from the actual grading, there will not be a significant impact to sensitive receptors.

e. Create objectionable odors affecting a substantial number of people? (Source: 11)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The Air Quality Study prepared for the project indicates that wineries have the potential to cause significant odor impacts because of the nature of their operation and their location. Wine production facilities can generate nuisance odors during various steps of the wine making process. The proposed project is close to sensitive receptors that could be affected by nuisance odors. Methods for handling waste water discharge and grape skin waste, such as various aeration methods, installation of a membrane bioreactor will be incorporated into the winery practices to minimize the occurrence of anaerobic processes that mix with ambient air which can result in offsite nuisance odor transport. Most of the winery production activities will be taking place within the San Antonio Winery buildings. For the small amount of outdoor activities, the areas of outdoor activity would take place in the covered crush pad located on the eastern side of the building. The building would act as a buffer between the crush pad activities and the residential neighbors to the west. There are some neighboring manufacturing businesses to the east, however, as a result of the limited use of the outdoor areas during crush (August-October), and the distance from outdoor crush area to the neighboring buildings (over 100 feet) it is not anticipated that odor would affect the neighboring industrial businesses.

With implementation of the standard practices for reducing nuisance odors as mentioned above, this impact is considered less than significant.

#### IV. BIOLOGICAL RESOURCES: Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-f):

Any biological resource mitigation requirements that were required with the development of Tract 2269 have been completed. The subject lot has been improved by the adjacent public improvements which include street, curb, gutter and sidewalk improvements on all sides except for the north side. Since this lot has been developed, including street improvements and utilities and since the lot is flat and has no resources except for seasonal grasses, the development of Lots 1 & 2 of Tract 2269 will not have an impact on biological services.

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

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

Discussion (a-d):

An Archeological Survey was conducted in 1996, by Clay Singer, in relation to a 226 acre site that included the land within Tract 2269. The Study indicated that no prehistoric resources of any kind were identified and the Study concluded that development of the project at that time (Golf Course) should have no impact on known or cultural resources. The following standard condition will be applied to this project.

In the event that buried or otherwise unknown cultural resources are discovered during construction work in the area of the find, work shall be suspended and the City of Paso Robles should be contacted immediately, and appropriate mitigations measures shall be developed by qualified archeologist or historian if necessary, at the developers expense.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**VI. GEOLOGY AND SOILS:** Would the project:

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

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

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

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

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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*Discussion: Per the General Plan EIR, the project site is located in an area with soil conditions that have a potential for liquefaction or other type of ground failure due to seismic events and soil conditions. To implement the EIR's mitigation measures to reduce this potential impact, the City has a standard condition to require submittal of soils and geotechnical reports, which include site-specific analysis of liquefaction potential for all building permits for new construction, and incorporation of the recommendations of said reports into the design of the project*

iv. Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: See discussions above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Result in substantial soil erosion or the loss of topsoil? (Sources: 1, 2, & 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Discussion: Per the General Plan EIR the soil condition is not erosive or otherwise unstable. As such, no significant impacts are anticipated. A geotechnical/ soils analysis will be required prior to issuance of building permits that will evaluate the site specific soil stability and suitability of grading and retaining walls proposed. This study will determine the necessary grading techniques that will ensure that potential impacts due to soil stability will not occur. An erosion control plan shall be required to be approved by the City Engineer prior to commencement of site grading.</i>				
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Discussion: See response to item a.iii, above.</i>				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Discussion: See response to item a.iii, above.</i>				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Discussion: The building will be hooked up to the City's sanitary sewer system, therefore there is no impact.</i>				

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**VII. GREENHOUSE GAS EMISSIONS:** Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion (a-b): An evaluation of the Greenhouse Gas Emissions (GHG) produced by this project was included in the Air Quality Study prepared by Nexus Planning Consultants dated March 7, 2015. The Study evaluated the project's construction emissions and operational emissions by using CalEEMod. The project's estimated annual unmitigated operational GHG emissions during Crush and Non-Crush were evaluated. The study concluded that estimated annual unmitigated project-generated emissions in 2020 from area and energy sources, mobile sources, and amortized project construction emissions would be approximately 675.79 MT CO2E per year. Vehicles traveling to and from the project land uses would be the primary source of project-generated GHG emissions. The annual emissions of CO2e are less than the SLOAPCD CEQA Significance Threshold of 1,150 MTCO2e and the impact would be less than significant.

**VIII. HAZARDS AND HAZARDOUS MATERIALS:** Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-d): the project will include the transport of wine grapes, processed wine, and the byproduct of the wine (pumice). The wine production process does not utilize or transport hazardous materials in the wine making process. The site is vacant and not included on a hazardous materials site list. The development and operation of the winery facility would not create a hazard, or use/produce hazardous materials.

- |                                                                                                                                                                                                                                                                  | <b>Potentially<br/>Significant<br/>Impact</b> | <b>Less Than<br/>Significant with<br/>Mitigation<br/>Incorporated</b> | <b>Less Than<br/>Significant<br/>Impact</b> | <b>No<br/>Impact</b>     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|-----------------------------------------------------------------------|---------------------------------------------|--------------------------|
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/>                      | <input type="checkbox"/>                                              | <input checked="" type="checkbox"/>         | <input type="checkbox"/> |

Discussion (e): The project is in the vicinity of the City's Municipal Airport. It is located within Safety Zone 5 as outlined in the City's Airport Land Use Plan. According to the Airport Land Use Compatibility Matrix, wineries are considered 'compatible' in Zone 5, without any conditions, therefore impacts related to safety from the airport would be less than significant.

- |                                                                                                                                                             |                          |                          |                          |                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion (f): There are no know private air strips in the vicinity of the project site, therefore there is no impact.

- |                                                                                                                           |                          |                          |                          |                                     |
|---------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

- |                                                                                                                                                                                                                      |                          |                          |                          |                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion (g,h):

The development of the facility within the existing industrial park will not expose people to wildland fires, and is not adjacent to wildlands, therefore there will not be an impact.

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

- |                                                                         |                          |                          |                                     |                          |
|-------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: A Storm Water Quality Management Plan was prepared by Wallace Group (October 2014, see Attachment 5) for this project. The plan identifies specific post-construction Best Management Practices that have been incorporated into the project in compliance with State Water Board requirements to meet water quality standards and discharge requirements. The project will apply conditions of approval to comply with these standards.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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The proposed project is designed to retain stormwater on-site through installation of various low-impact development (LID) features. The project has been designed to reduce impervious surfaces, preserve existing vegetation, and promote groundwater recharge by employing bioretention through implementation of these measures. Thus, water quality standards will be maintained and discharge requirements will be in compliance with State and local regulations. Therefore, impacts to water quality and discharge will be less than significant.

- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., Would the production rate of pre-existing nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted)?  
Would decreased rainfall infiltration or groundwater recharge reduce stream baseflow? (Source: 7)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The applicant has provided a water demand analysis which indicates that the wine production facility at build-out will need 11.3 acre feet per year.

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

The City established a groundwater stewardship policy to not expand dependency on the Paso Robles Groundwater Basin (“the basin”) over historic use levels/pumping from the City’s peak year of 2007. The City augmented water supply and treatment capacity by procuring surface water from Lake Nacimiento and construction of delivery facilities to the City. This project will not affect the amount of groundwater that the City withdraws from the Paso Robles Groundwater Basin. Per the City’s 2010 Urban Water Management Plan (UWMP), page 21:

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

Additionally, the City assigns “duty” factors that anticipate the amount of water supply necessary to serve various types of land uses. These factors are derived from determining the average water demands for each zoning district in the City. In this circumstance, the water supply necessary for development of industrial

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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land uses permitted in the PM Zone includes wineries, as well as other uses, is incorporated into the water demand assumptions of the UWMP. As noted above, the City has augmented future reliance on groundwater resources to surface water resources, and commercial development has been accounted for in the overall water projections and demand for the City. As noted in the Project Description, the proposed project would be served with the City’s municipal water supply system. Since the City’s water supply, as documented in the UWMP, is not reliant on increased groundwater pumping for new development, it demonstrates adequate water supply procured from Lake Nacimiento to accommodate the projected growth in the City and it demonstrates that this project will have adequate water supply available, and will not further deplete or in any way affect, change or increase water demands on the basin.

In addition, in compliance with recently adopted updates to the applicable code sections of the California Green Building Code (adopted by the City in 2013), the project will be required to install more restrictive water-conserving plumbing fixtures than what would have previously been required in 2010. The City also implements the State Landscape Water Conservation regulations, which requires further reductions in water demand for landscaping. Thus, the project will implement *all* best management practices available to reduce water demands over “business-as-usual” and what is anticipated in the UWMP. Therefore, this project will result in less than significant impacts to the groundwater supplies used by the City.

- |                                                                                                                                                                                                                                                                                        |                          |                          |                                     |                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Source: 10)                                        | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Source: 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Source: 10)                                                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f. Otherwise substantially degrade water quality?<br><br>Discussion:                                                                                                                                                                                                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?                                                                                                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k. Conflict with any Best Management Practices found within the City's Storm Water Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion (c-l):

The site is relatively flat and will be designed to take storm water to the western edge of the site along Golden Hill Road, where bio-swales will be constructed to handle the storm water. Low Impact Design measures will be used to retain the water on site and allow for water to meter out to the storm drain after being taken through vegetation to allow for cleansing. Additionally the site is not located within a flood hazard area and the subject buildings will be utilizing City water and sewer systems. The projects impacts related to hydrological and water quality issues will be less than significant since the project will be required to comply with the City's standards related to site drainage, storm water run-off, water quality and water supply.

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

These new requirements include on-site retention of stormwater. The applicant has prepared a storm water control plan offering a site assessment of constraints and opportunities and corresponding storm water management strategies to meet stormwater quality treatment and retention requirements in compliance with the regulations. The grading plan reflects these requirements with three bio-retention treatment areas.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**X. LAND USE AND PLANNING:** Would the project:

- |                                                |                          |                          |                          |                                     |
|------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project consists of constructing a wine production building on a site within an existing industrial/business park, it will not divide an established community.

- |                                                                                                                                                                                                                                                                                                             |                          |                          |                          |                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Wine processing is a permitted use in the Planned Industrial (PM) zoning and Business Park (BP) land use designation of the Zoning Code and General Plan. Therefore, there will not be impacts to land use plans or policies.

- |                                                                                                   |                          |                          |                          |                                     |
|---------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no habitat conservation plans or natural community conservation plans established in this area of the City. Therefore there is no impact.

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**XI. MINERAL RESOURCES:** Would the project:

- |                                                                                                                                                    |                          |                          |                          |                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

- |                                                                                                                                                                                   |                          |                          |                          |                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XII. NOISE:** Would the project result in:

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion: While most of the typical on-going operations of the winery facility will be indoors, there will be outdoor activities related to pickup and delivery of products by trucks and outdoor activities at the outdoor crush pad. During the harvest season August-October annually, outdoor activities at the crush pad and truck traffic to and from the winery will increase.

There is a general effort to buffer the neighboring residential properties to the west from noise from the facility by locating the crush pad on the east side of the building, however the project proposes to put truck loading/unloading docks on the west side of the building. There is a concern with the docks in this location for multiple reasons, one being the conflict of trucks backing into the dock with traffic on Golden Hill Road (see Section XVI.d. Traffic) and the other being noise impacts on the residences from the backing up of trucks, and the noise associated with loading and unloading the trucks. Relocating the truck docks to the east of the building, accessed off an industrial street would reduce noise impacts to the residences.

The following mitigation measure is necessary to apply to the project in order to bring the noise impacts of the outdoor activities to a level of insignificance.

N-1: Hours of operation of the loading dock, if located on the Golden Hill side or the north side of the building shall be limited to 7am to 8pm including during harvest.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: There may be temporary vibrations related to the grading and compaction of the site in preparation for construction. The construction phase of the project will be required to comply with the City's noise level requirements, including hours of construction activity, and as a result of these standard construction requirements, impacts from vibrations as a result of construction activity will be less than significant.

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion: See section XIIIa

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Discussion: See section XIIa	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1, 4) Discussion: The project is located within Safety Zone 5 of the Airport Land Use Plan, and is just over 1 mile of the Airport property. Wineries are considered compatible uses with the Airport for Zone 5, and therefore impacts on customers and employees of the winery from noise related to aircraft would be less than significant.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XIII. POPULATION AND HOUSING:** Would the project:

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-c):

The project will not create induce population growth, displace housing or people.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XIV. PUBLIC SERVICES:** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- |                                             |                          |                          |                          |                                     |
|---------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Fire protection? (Sources: 1,10)         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Police protection? (Sources: 1,10)       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Schools?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Parks?                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Other public facilities? (Sources: 1,10) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion (a-e):

The project will be located within an existing industrial/business park. The addition of the building will not create a significant impact to public services.

**XV. RECREATION**

- |                                                                                                                                                                                                                |                          |                          |                          |                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion (a&b):

The project will not impact recreational facilities.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XVI. TRANSPORTATION/TRAFFIC:** Would the project:

- |                                                                                                                                                                                                                                                                                                                                                                                                                                      |                          |                          |                                     |                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>a. Conflict with an applicable plan, ordinance or policy establishing measures or effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>                                                                                                                                                                | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion (a,b): There are four site access driveways: Wisteria Lane (2 driveways), Danley Court and Golden Hill (1 driveway and the loading dock access). The majority of accessibility will take place from Wisteria Lane. Golden Hill will mostly be used for truck egress during harvest and also as an employee entrance and exit.

The main production /delivery route will enter from Wisteria Lane, weigh at onsite scale, dump fruit at crush pad which will span the easterly length of the site, continue to the back of the site and out to Golden Hill road and then back through the Wisteria Lane driveway to be weighed a final time at the scale without fruit. This process will only occur during harvest period (6-12 weeks per year).

During the remainder of the year, employees will continue to enter on Wisteria but will have the options to exit Golden Hill or onto Wisteria. A temporary, but similar route will take place Phase 1 in that once the fruit is distributed the truck will travel to the north of the Phase 1 building and route back out to Golden Hill.

There is an access point from Danley Court; however this access point will be gated and will serve as an emergency access point and a secondary option for the back of the house operations. Gates will be provided onsite for security of outdoor winery equipment at the following locations: main production entry off of Wisteria (behind visitor parking access), Danley Court entrance, the Golden Hill loading dock, and the Golden Hill driveway. The second Wisteria access driveway to the employee and visitor parking area will not be gated.

Golden Hill Road is designed to have bike paths that extend from Highway 46 East intersection north along Golden Hill Road to this project site. There is a bus stop located on Dallons Drive, approximately 1,500 feet away from the project site. Sidewalks exist on Golden Hill Road from the intersection of Highway 46 East north to the project site, that are available for pedestrian use.

Employee and visitor parking will be provided off of Wisteria Lane. These areas are located on the southern and easterly portion of the site. Additional employee and overflow parking is provided on the northern section

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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of the site. Total Provided: 92 spaces; Total Required: 80 spaces ( Phase I- 54 spaces, Phase II, III- 38 spaces).

A Trip Generation was prepared by Orosz Engineering Group, Inc. The analysis calculated the average daily trips (ADT) and the peak hour trips (PHT). The Traffic Engineer used the ITE Manual to determine trip generation based on the Light Industrial Uses for winery activities and Warehouse Uses for wine storage areas. The Analysis concluded that based on the ITE information and the square footage of the building, that in total including all three phases, that there would be 719 ADT including 93 PM PHT. The Trip Generation Letter is attached as Attachment 6.

A traffic study was prepared Tract 2269 and mitigation measures were placed on the original subdivision to address traffic impacts. The mitigation required that project within Tract 2269 pay their fair share of various interchange projects. Since Tract 2269 was approved, it has been standard practice that projects pay Traffic Impact Fees that apply to an AB 1600 list. This project along with all others within the industrial park will be required to pay the required traffic impact fees.

Based on the proposed wine production facility being a permitted use in the PM zone, consistent with the BP land use designation, and subject to the standard condition of paying traffic impact fees, impacts from the development and operation of this project on the circulation system in the area of this project will be less than significant.

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

Discussion (c):

The development of this project within the established industrial subdivision will not impact air traffic patterns or increase air traffic levels.

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

Discussion (d): There is a potentially significant safety concern with the truck loading docks that are proposed to be located on the Golden Hill frontage (west) side of the building. This location of the docks would require that trucks stop in Golden Hill Road, then back in to the loading docks. Golden Hill Road is a designated arterial road with class II bike lanes and sidewalks. This back-up maneuver would be a hazard to vehicular traffic, bicycles, and pedestrians on Golden Hill Road. Improvements must be designed and constructed on Golden Hill Road to separate backing trucks accessing the loading dock from the Golden Hill Road main line traffic, bikes and pedestrians; or the loading dock must be relocated to another portion of the site.

The following mitigation measure is necessary to apply to the project in order to bring the hazards due to the location of the loading docks to a level of insignificance.

- T-1: Prior to the submittal of project plans to the building department for a building permit for Phase I, a plan shall be provided for City Engineer review and approval that shows how the improvements for Golden Hill Road can be designed and constructed to separate backing trucks accessing the loading dock from the Golden Hill Road main line traffic, bikes and pedestrians. If this cannot be done to the satisfaction of the City Engineer, the docks would need to be placed on the north or east side of the building.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion (e):				
The project has been reviewed by the City's Emergency Services Department, and based on the property having multiple access points to multiple streets, the ability for emergency access to the site is acceptable, and therefore considered adequate.				
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion (a-f):				
The development of this project within an established industrial park would not conflict with adopted public transit, bicycle or pedestrian facilities, or decrease performance or safety of the facilities.				

---

**XVII. UTILITIES AND SERVICE SYSTEMS:** Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
-----------------------------------------------------------------------------------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------

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

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------

Discussion: Rob Miller, Civil Engineer has designed a waste water treatment facility that will process the waste water produced from the winery production facility. Winery wastewater associated with production will be treated by a Membrane Bioreactor (MBR) system. The waste water will be treated inside compartments which consist of an activated sludge biological treatment system coupled with a membrane filtration process to produce recycled water for irrigation purposes. Treated wastewater is released into the City wastewater system, with portions recycled and used to irrigate landscaping. The facility will be phased with the construction of the facility and ultimately sized to accommodate that facilities build-out of 300,000 cases annually.

With the addition of the waste water treatment plant, and the requirements of the City industrial discharge permit, impacts resulting from the facilities winery waste water will be less than significant.

c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------	--------------------------	--------------------------	-------------------------------------

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

Discussion: (c):

The project is located within an existing industrial subdivision where the infrastructure including storm drain systems have been installed. No new off-site storm drainage facilities will be required to be constructed with this project, therefore there is no impact.

- |                                                                                                                                                        |                          |                          |                                     |                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

- |                                                                                                                                                                                                                                   |                          |                          |                                     |                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Per the City's SSMP, the City's wastewater treatment facility has adequate capacity to serve this project as well as with existing commitments. Additionally, the wine production facility will be providing an on-site pretreatment facility that will handle the waste water from the facility prior to going into the City sewer system. The project will be required to meet all criteria established by the City's Industrial Waste division.

- |                                                                                                                        |                          |                          |                          |                                     |
|------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Per the City's Landfill Master Plan, the City's landfill has adequate capacity to accommodate construction-related and operational solid waste disposal for this project.

- |                                                                                           |                          |                          |                          |                                     |
|-------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g. Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project will comply with all federal, state, and local solid waste regulations.

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

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

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

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

Discussion: The proposed project consists of adding a 125,000 square foot wine production facility that is located within an existing Industrial/Business Park. As noted within this environmental document a previous Mitigated Negative Declaration was prepared and identified impacts related to biological resources and, traffic impacts. There are existing streets and utilities available for the site ended to this site. As indicated within the initial study there are mitigation measures to address impacts related to biological impacts. Also indicated in this Initial Study, an Archeological Study was previously prepared for this site which concluded that there were no know cultural or historic resources located on this site. The site is routinely maintained and mowed, so impact to fish, wildlife, of plant habitat is less than significant.

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

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

Discussion: The proposed project consists of adding a 125,000 square foot wine production facility that is located within an existing Industrial/Business Park. The site is located within Tract 2269 which is an the existing Golden Hills Business Park. The proposed project is the type of development that was anticipated with the development of the Golden Hills Business Park. Therefore, the project will not have impacts that are individually limited, but cumulatively considerable.

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

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

Discussion: The proposed project consists of adding a 125,000 square foot wine production facility that is located within an existing Industrial/Business Park. The site is located within Tract 2269 which is an the existing Golden Hills Business Park. The proposed project is the type of development that was anticipated with the development of the Golden Hills Business Park. Therefore, the project will not cause substantial adverse effects to human beings, either directly or indirectly.

## **EARLIER ANALYSIS AND BACKGROUND MATERIALS.**

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

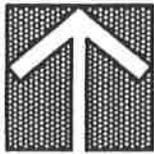
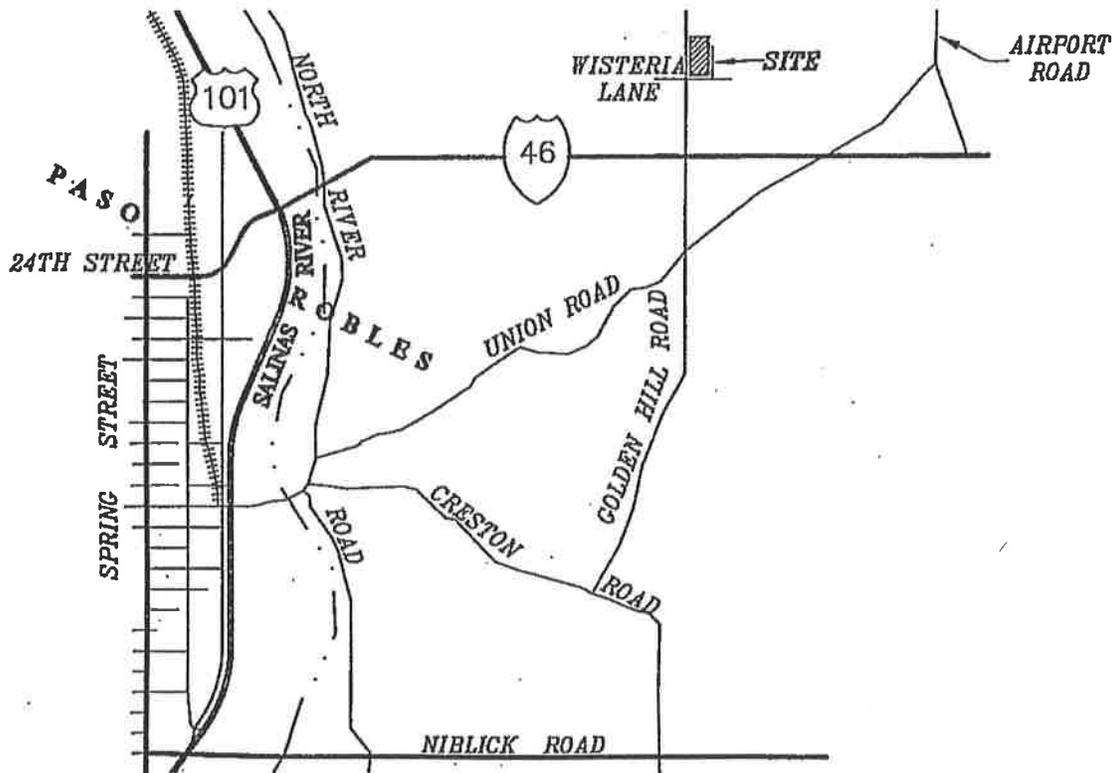
### Earlier Documents Prepared and Utilized in this Analysis and Background / Explanatory Materials

<b><u>Reference #</u></b>	<b><u>Document Title</u></b>	<b><u>Available for Review at:</u></b>
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446
2	City of Paso Robles Zoning Code	Same as above
3	City of Paso Robles Environmental Impact Report for General Plan Update	Same as above
4	2005 Airport Land Use Plan	Same as above
5	City of Paso Robles Municipal Code	Same as above
6	City of Paso Robles Water Master Plan	Same as above
7	City of Paso Robles Urban Water Management Plan 2005	Same as above
8	City of Paso Robles Sewer Master Plan	Same as above
9	City of Paso Robles Housing Element	Same as above
10	City of Paso Robles Standard Conditions of Approval for New Development	Same as above
11	San Luis Obispo County Air Pollution Control District Guidelines for Impact Thresholds	APCD 3433 Roberto Court San Luis Obispo, CA 93401
12	San Luis Obispo County – Land Use Element	San Luis Obispo County Department of Planning County Government Center San Luis Obispo, CA 93408
13	USDA, Soils Conservation Service, Soil Survey of San Luis Obispo County, Paso Robles Area, 1983	Soil Conservation Offices Paso Robles, Ca 93446
14	Resolution 98-001, MND for Tract 2269	City of Paso Robles Community Development Department

**Attachments:**

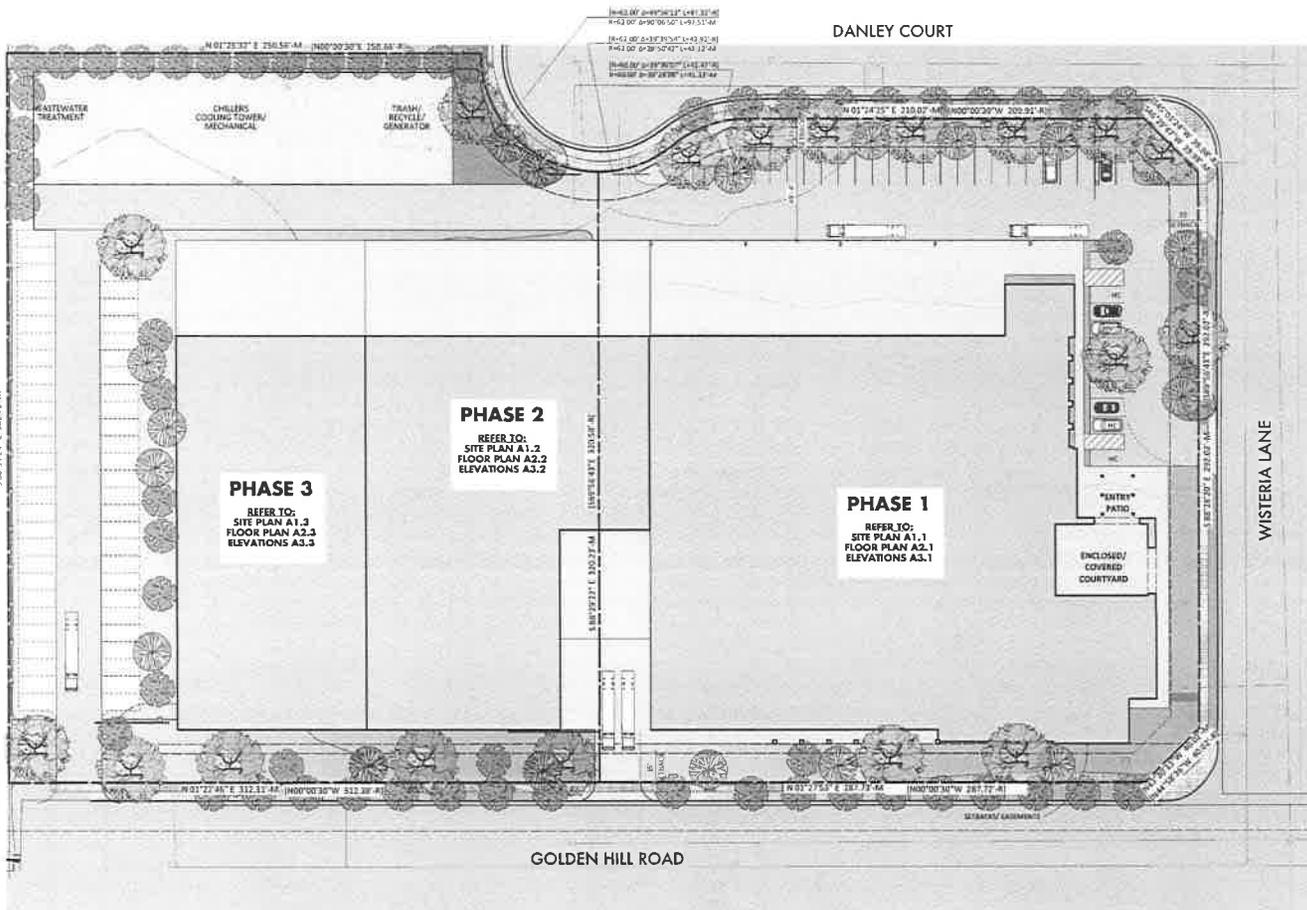
1. Vicinity Map
2. Site Plan
3. Elevations
4. Air Quality and GHG Assessment
5. Storm Water Quality Management Plan
6. Trip Generation Letter
7. Mitigation Measures Summary
8. Mitigation Monitoring and Reporting Program

# VICINITY MAP



NO SCALE

**Attachment 1**  
Vicinity Map  
PD 14-005  
(San Antonio Winery - Golden Hill Rd.)



← SITE PHASING PLAN

Scale: 1" = 30'

**Attachment 2**  
 Site Plan  
 PD 14-005  
 (San Antonio Winery - Golden Hill Rd.)



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**PROJECT:**  
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**CLIENT:**  
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**SHEET CONTENTS:**  
 SITE PHASING PLAN

**CONSULTANT:**



**DATE:**  
 NOVEMBER 14, 2014

**REVISIONS:**

**JOB NUMBER:**  
 1417

**SHEET:**

**T2.0**



**SOUTH ELEVATION**



**WEST ELEVATION**



**NORTH ELEVATION**



**EAST ELEVATION**

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**EXTERIOR ELEVATIONS  
Phase 3**

CONSULTANT:



DATE:  
NOVEMBER 14, 2014

REVISIONS:

JOB NUMBER:  
1417

SHEET:

**A3.3**

Air Quality Study  
for the  
San Antonio Winery Production Facility  
in Paso Robles

*Submitted to:*

Kirk Consulting  
*on behalf of*

Steve Riboli  
San Antonio Winery, LLC  
737 Lamar Street  
Los Angeles, CA 90031

*Submitted by:*



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City of Paso Robles  
Community Development Dept.

**Attachment 4**  
AQ/GHG Assessment  
PD 14-005  
(San Antonio Winery - Golden Hill Rd.)

March 7, 2015

# AIR QUALITY AND GREENHOUSE GAS EMISSIONS ANALYSIS: SAN ANTONIO WINERY

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## EXECUTIVE SUMMARY

The San Antonio Winery Phased Winery Facility Development project is for a new and phased winery processing facility that also involves the merging of two existing parcels. Located in the Golden Hill Business Park where the planned industrial development recognizes winery-processing facilities as an allowable use. The site is currently vacant with the exception of curb gutter and sidewalk improvements around the perimeter as well as landscape on the western property, Golden Hill frontage.

The air quality impact assessment evaluated the potential for adverse impacts to the ambient air quality due to construction and operational emissions resulting from the proposed project. Impacts are evaluated for their significance based on the San Luis Obispo Air Pollution Control District (SLOAPCD) environmental thresholds of significance (SLOAPCD 2012). Construction of the proposed project would result in a temporary addition of pollutants to the local airshed caused by dust emissions and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials. Construction of the proposed project would not exceed the SLOAPCD's daily, Tier 1, or Tier 2 emissions thresholds for reactive organic gases (ROGs) and oxides of nitrogen (NOx), fugitive dust emissions (PM10), or diesel particulate matter (DPM) used for determining significance of phased construction emissions.

Operation of the proposed project would produce ROG, NOx, carbon monoxide (CO), sulfur oxides (SOx), and particulate matter with a diameter less than or equal to 10 microns and particulate matter with a diameter less than or equal to 2.5 microns (PM10, and PM2.5, respectively) emissions associated with vehicle sources, and area sources such as energy use and landscape maintenance. The proposed project's operations at full buildout in 2020 would not generate vehicular emissions that would exceed the SLOAPCD's ROG and NOx combined significance thresholds of 25 pounds per day. Additionally, the project's combined area and vehicle emissions for operations would not exceed the SLOAPCD's daily PM10, DPM, or CO emissions threshold. Operational emissions would not exceed ROG and NOx (combined) or PM10 annual thresholds. The analysis concludes that the daily construction and operational emissions would not exceed the thresholds for criteria pollutants during any of the three proposed phases of construction. Therefore, impacts would be less than significant.

In regards to potential project-generated odors, project construction would not cause an odor nuisance, and impacts associated with odors during construction would be considered less than significant. Operation of the proposed project's wine processing facility could result in the creation of nuisance odors. The odors can be mitigated through methods for handling wastewater discharge and grape skin waste to minimize the occurrence of anaerobic processes that mix with ambient air.

The proposed project is in proximity (1,000 feet) of sensitive receptors. While DPM does not exceed the Daily or Quarterly CEQA Significance Thresholds in Construction Phase 1, Phase 2, or Phase 3, the short-term generation of DPM in close proximity to sensitive receptors would result in a potentially significant impact. The impact can be mitigated to less than significance by implementation of standard measures as shown in Section 2.4.3. As previously stated, the proposed project would not exceed the significance thresholds for PM<sub>10</sub>. However, San Luis Obispo County is currently in nonattainment for the state PM<sub>10</sub> standard; therefore, dust mitigation measures are required for all discretionary construction activities, regardless of the significance of the fugitive dust impacts. In addition, the SLOAPCD CEQA Handbook 2012 states: "Projects with grading areas that are within 1,000 feet of any sensitive receptor shall implement mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions". Mitigation measures that may reduce impacts to sensitive receptors from PM<sub>10</sub> during construction to less than significance can be found in Section 2.4.1.2.

Consistency with the SLOAPCD Clean Air Plan means that direct and indirect emissions associated with the project are accounted for in the most recent Clean Air Plan's emissions growth assumptions and that the project is consistent with policies adopted in the Clean Air Plan. The project would not conflict with or propose to change existing land uses or applicable land use policies. As such, the project would not conflict with the applicable air quality plan, which currently is the SLOAPCD 2002 Clean Air Plan, and the proposed project would result in a less-than-significant impact.

In analyzing cumulative impacts from the proposed project, the assessment must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the County is designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) or the California Ambient Air Quality Standards (CAAQS). The County is currently in attainment of NAAQS and is in attainment for all CAAQS with the exception of the state 8-hour O<sub>3</sub> standard and the state standards for PM<sub>10</sub>. Because implementation of the project would result in less-than-significant short-term impacts to air quality associated with construction and less-than-significant long-term impacts associated with operation of the

project, the proposed project's contribution to the County's nonattainment status for state 8-hour O<sub>3</sub> and PM<sub>10</sub> standards would be less than cumulatively considerable. As the project would not result in significant O<sub>3</sub> precursor emissions or PM<sub>10</sub> emissions, cumulative impacts would be less than significant.

### **Greenhouse Gas Emissions Analysis**

Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gas (GHG) emissions. The California Natural Resources Agency (CNRA) has adopted statewide qualitative GHG emissions thresholds of significance in Appendix G to the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.). There are no statewide numerical GHG emission thresholds of significance.

Estimated project-generated construction emissions annualized over 25 years would be approximately 22.97 MT CO<sub>2</sub>e per year at full buildout in 2020. Because there is no separate GHG threshold for construction, the evaluation of significance is incorporated in the operational emissions threshold.

The estimated annual unmitigated project-generated emissions from area and energy sources, mobile sources, and amortized project construction emissions would be approximately 675.79 MT CO<sub>2</sub>e per year at full-buildout in 2020. The unmitigated emissions analysis assumes that any project design features, which would reduce GHG emissions, are not incorporated. The annual emissions of CO<sub>2</sub>e are less than the SLOAPCD CEQA Significance Threshold Brightline threshold of 1,150 MT CO<sub>2</sub>e and the impact is less than significant.

## **1.0 INTRODUCTION**

### **1.1 PROJECT LOCATION**

The proposed project is for a Development Plan for a new and phased winery processing facility that also involves the merging of two existing parcels. The project is located on 5.17 acres, which involves two parcels, lots 1 & 2 of Tract 2269 (APN 025-421-028, 029). The property is situated on the northeastern section of the Golden Hill Road and Wisteria Lane intersection, in the City of Paso Robles, CA. The property is located in the Golden Hill Business Park where Business Park is the designated land use and is zoned Planned Industrial. The Golden Hill

Business Park planned industrial development recognizes winery-processing facilities as an allowable use. The site is currently vacant with the exception of curb gutter and sidewalk improvements around the perimeter as well as landscape on the western property, Golden Hill frontage.

The San Antonio Winery is part of the South Central Coast Air Basin (SCCAB), which includes San Luis Obispo, Santa Barbara, and Ventura counties. San Luis Obispo County's (County) climate is characterized as Mediterranean, with warm, dry summers and cooler, relatively damp winters. Along the coast, mild temperatures prevail most of the year due to the moderating influence of the Pacific Ocean. The effects of the Pacific Ocean are diminished inland by major intervening terrain features such as the coastal Santa Lucia Mountain Range.

Airflow around the County plays an important role in the movement and dispersion of pollutants. The speed and direction of local winds are controlled by the location and strength of the Pacific high-pressure system and other global patterns, topographical factors, and circulation patterns resulting from temperature differences between the land and the sea. The region is also subject to seasonal "Santa Ana" winds. These are typically hot, dry northerly winds which blow offshore at 15-20 mph, but can reach speeds over 60 mph. Two types of temperature inversions (warmer air on top of cooler air) are created in the area: subsidence and radiational. The subsidence inversion is a regional effect created by the Pacific high in which air is heated as it is compressed when it flows from the high-pressure area to the low-pressure areas inland. This type of inversion generally forms at about 1,000 to 2,000 feet and can occur throughout the year, but it is most evident during the summer months. The more rapid cooling of air near the ground during the night, especially during winter, forms surface inversions. Both types of inversions limit the dispersal of air pollutants within the regional air shed, with the more stable the air (low wind speeds, uniform temperatures), the lower the amount of pollutant dispersion.

The California Air Resource Board provides local control of air quality management (ARB) through County-level or regional (multi-county) Air Pollution Control Districts (APCDs). The ARB establishes air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The ARB has established 14 air basins statewide.

The APCD is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in "attainment" or "nonattainment." The SCCAB is a non-attainment area for both the federal

and state standards for ozone and particulate matter with a diameter of 10 micrometers or less (PM10). The SCCAB is in attainment for the state and federal standards for nitrogen dioxide, and for carbon monoxide.

## 1.2 PROJECT DESCRIPTION

The project will be composed of winery use areas totalling 125,148 square feet. The project is proposed for development in three (3) phases:

### **Phase 1: Establish 62,986sf Winery Facility (Processing, Storage and Admin)**

- Fermentation, Barrel Rooms, Administration and Caretaker quarters: 50,983 sf
- Outdoor winery operations: 12,003 sf

*Parking, access and supportive infrastructure (wastewater package treatment, cooling and other utilities) will be constructed at Phase 1.*

Phase I will accommodate a 150,000 annual case production.

### **Phase 2: 36,565sf Expansion of Processing Facility and Extension of Covered Crush Pad**

- Fermentation and Barrel Rooms Expansion: 25,335 sf
- Outdoor Covered Crush Pad Extension: 11,230 sf

Phase II will accommodate an increase in annual production for a total of 220,000 cases.

### **Phase 3: 25,597sf Expansion of Processing Facility and Extension of Covered Crush Pad**

- Fermentation and Barrel Rooms Expansion: 20,610 sf
- Outdoor Covered Crush Pad Extension: 4,987 sf

Phase II will accommodate ultimate buildout and final, annual case capacity at 300,000 cases.

### **Parking**

Employee and visitor parking will be provided off of Wisteria Lane. These areas are located on the southern and easterly portion of the site. Additional employee and overflow parking is provided on the northern section of the site.

Total Provided: 92 spaces

---

### 1.2.1 CONSTRUCTION

For purposes of estimating project emissions, and based on information provided by the applicant and CalEEMod default values (duration of phases is approximate). The construction equipment mix used for estimating the construction emissions of the project is based default CalEEMod construction equipment. For this analysis, it was assumed that heavy construction equipment will operate 5 days a week (22 days per month) during project construction.

#### Phase 1

It is assumed that the first phase of construction will commence in August 2015 and will last approximately 14 months, ending in September 2016.

- No Demolition
- Site Preparation – 4 weeks (August 2015)
- Grading – 8 weeks (September – October 2015)
- Building Construction – 9 months (October 2015 – July 2016)
- Paving – 2 Weeks (August 2016)
- Application of Architectural Coatings – 4 weeks (August 2016 - September 2016)

#### Phase 2

It is assumed that the second phase of construction could commence in February 2018 and will last approximately 8 months, ending in September 2018.

- No Demolition
- Site Preparation – 2 weeks (February 2018)
- Grading – 4 weeks (March 2018)
- Building Construction – 4 months (April 2018 – August 2018)
- Paving – 2 Weeks (August 2018)
- Application of Architectural Coatings – 2 weeks (September 2018)

### Phase 3

It is assumed that the third phase of construction will commence in February 2019 and will last approximately 8 months, ending in September 2019.

- No Demolition
- Site Preparation – 2 weeks (February 2019)
- Grading – 4 weeks (March 2019)
- Building Construction – 4 months (April 2019 – August 2019)
- Paving – 2 Weeks (August 2019)
- Application of Architectural Coatings – 2 weeks (September 2019)

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#### 1.2.2 OPERATION

The air impact assessment for the San Antonio Winery project operations was modeled in CalEEMod version 13.2.2 assuming full buildout in 2020. Specifically to address SLOAPCD concerns regarding the projected increase in mobile emissions associated with the harvest or "Crush", the 2020 full operational buildout was divided into two operational periods: "Non-Crush" and "Crush". The Crush period included the development of two CalEEMod models: 1) One model accounts for the increase in mobile emissions for temporary staff during the crush; and 2) A second model evaluates the impacts of additional Heavy Truck trips during the crush. Methodologies specific to each period are discussed below:

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##### 1.2.2.1 OPERATIONS (NON-CRUSH)

The Non-Crush period was assumed to occur 325 days per year (out of 365 possible days). In CalEEMod, the land uses modeled for energy and area source emissions were based on Industrial: General Light Industry, Industrial: Refrigerated Warehouse – No Rail, and Parking: Parking Lot. All defaults were accepted for summer and winter operational modeling for energy and area source emissions. Defaults were not accepted for mobile emissions.

CalEEMod include specific trip rates for San Antonio Winery proposed project land uses: 1) General Light Industry which is 6.97 trips per 1,000 square feet per weekday; and 2) Industrial: Refrigerated Warehouse – No Rail which is 2.59 trips per 1,000 square feet per weekday. However, as the daily operations of San Antonio Winery include mobile emissions from 5 employees during the non-crush period and approximately 5 deliveries a day, the default model substantially overestimates mobile emissions. To model more realistic mobile emissions,

this air quality assessment proposes to adopt the method approved by the County of San Luis Obispo for the Stoller Winery Minor Use Permit; DRC2013-00014. In the Negative Declaration, Craig Stoller requested a Minor Use Permit to allow for a 13,525 square foot production winery that would be constructed in phases. In Stoller, Section 12. Transportation/Circulation: Impact, the document states: "Based on the project description provided by the applicant, the proposed project would generate the following number of vehicle trips for the non-crush period:

- Truck Deliveries: 1 – 3 per day
- 4 to 6 Employees: (Assume 2.5 trips per car)" [County of San Luis Obispo, 2014]

As the Stoller MUP has set precedence for the use of this methodology, San Antonio Winery proposes a similar approach. Based on client input, when fully operational in 2020, San Antonio Winery will have 5 full-time employees during the non-crush period. The client estimates approximately 5 supply deliveries per day on an annual basis.

- 5 Truck Deliveries: 10 total trips per day
- 5 Employees: (Assume 2.5 trips per car) 12.5 trips per day.

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#### 1.2.2.2 OPERATIONS (CRUSH) - ADDITIONAL VEHICLE EMISSIONS

The grape harvest naturally creates additional emissions through the use of greater resources, specifically temporary employees and trucks for delivery of grapes from the vineyards. Based on client direction, the Crush period was assumed to occur 40 days per year (out of 365 days). There is an assumption that energy and source emissions will not increase substantially from Non-Crush days and any emissions will be minimal. Therefore, only mobile emissions are assumed to change from the Non-Crush period.

Based on discussion with the project applicant, at full buildout in 2020, there would be four to five (4-5) heavy truck deliveries per day for approximately 40 continuous days during the Crush period. For the Crush, the following mobile emissions were modeled.

1. 8 total employees (a 3-employee increase over Non-Crush period): 20 trips per day
2. 5 Truck Deliveries: 10 total trips per day
3. 4.5 Heavy Truck per day: 9 total trips per day

#### **Model Assumptions: Heavy Truck Trip Rate**

Each Heavy Truck would carry approximately 24 tons of grapes. At full buildout during the crush, there would be delivery of approximately 4,320 tons (8,640,000 pounds) of grapes to

the facility. Maximum production at full buildout is 300,000 cases or 3,600,000 750-ml bottles of wine. The result is approximately 2.4 pounds of grapes per bottle. This is consistent with the industry average<sup>1</sup>.

1. *Land Use* = 1,000 sq. ft. of General Light Industry was selected.

The Land Use square footage had to be adjusted down to allow for an exact Trip Rate under Mobile Operations. CalEEMod does not allow for the Trip Rate to be multiple decimal places. 1,000 sq. ft. allows for the Trip Rate to equal 1, resulting in 1 total trips.

2. *Operations: Mobile: Vehicle Trips: Trip Rate* = 1

The Trip Rate value accounts for one (1) total Heavy, Heavy Duty truck trips (doubled to account for round-trip).

3. *Operations: Mobile: Vehicle Trips: Non-Res C-W Trip Length* = 12 (Weighted). See calculation below:

### **Model Assumptions: Heavy Truck Trip Length**

#### *Red Grapes*

The project applicant stated that red grapes, 71 percent of the total Crush volume, arrive from Templeton area. (There was not an exact address. Using ArcGIS, distance was measured from an adjacent residence: 5701 Almond Drive, Templeton, CA.) The distance from the vineyard to the proposed facility is 11.3 miles.

#### *White Grapes*

The project applicant stated that white grapes, 29 percent of the total Crush volume, arrive from Greenfield in Monterey County. According to SLOAPCD Guidelines, impacts are only measured within San Luis Obispo County. Using ArcGIS, distance from the Monterey County Line to the proposed facility is 13.2 miles.

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<sup>1</sup> On average, one 750 ml bottle of wine can use approximately 2.4 pounds of grapes (Pamo Valley 2015 and Eola Hills 2011).

The weighted Trip Length was calculated as the following:

*Percent of Crush X Number of Trips X Distance = Total Miles (For Red and White, individually)*

The calculation was performed for Red Grapes and White Grapes. The Total Miles were added together then divided by eight (number of trips) resulting in the weighted average trip length.

1. *Operations: Mobile: Vehicle Trips: Primary Trips % = 100*
2. *Operations: Mobile: Vehicle Trips: Non Res C-W Trip % = 100*
3. *Operations: Mobile: Vehicle Emissions: For Winter emissions, FleetMix was assumed to be 100% HHD.*
4. *Operations: Mobile: Road Dust: Average Vehicle Weight was assumed to be 54 tons (30 tons for truck and 24 tons for grapes). (USDOT 2000)*

### 1.2.2.3 CRUSH ADDITIONAL AUTOMOBILES

## 2.0 AIR QUALITY

### 2.1 AIR POLLUTANTS OF CONCERN

The air pollutants emitted into the ambient air by stationary and mobile sources (predominantly mobile sources) are regulated by federal and state law. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), coarse particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), lead, and fugitive dust are primary air pollutants. Of these, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are criteria pollutants. ROG and NO<sub>x</sub> are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ground-level ozone (O<sub>3</sub>), as differentiated from stratospheric ozone that constitutes the protective ozone layer, and nitrogen dioxide (NO<sub>2</sub>) are the principal secondary pollutants.

Ozone is a secondary pollutant that is not produced directly by a source, but rather is formed by a reaction between nitrogen oxides (NO<sup>o</sup>—) and reactive organic gases (ROG) in the presence of sunlight. Reductions in ozone concentrations are dependent on reducing the amount of these precursors. In San Luis Obispo County, the major sources of ROG are motor vehicles, organic solvents, the petroleum industry, and pesticides; and the major sources of

NOx are motor vehicles, public utility power generation, and fuel combustion by various industrial sources. Ground level ambient ozone is primarily generated by combustion byproducts reacting with sunlight and ambient conditions. San Luis Obispo County's primary areas where ozone violations occur are in the northern and eastern portions of the County where the summer temperatures are high. In addition, ozone is transported to San Luis Obispo County from upwind regions of the state (CARB 2015c).

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### 2.1.1 SENSITIVE RECEPTORS

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Facilities and structures where these air pollution-sensitive people live or spend considerable amounts of time are known as sensitive receptors. Land uses where air pollution-sensitive individuals are most likely to spend time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (sensitive sites or sensitive land uses) (CARB 2005).

## 2.2 REGULATORY SETTING

Regulatory oversight for air quality in the San Luis Obispo County portion of the South Central Coast Air Basin is maintained at the regional level by the SLOAPCD, CARB at the state level, and the U.S. Environmental Protection Agency (EPA) at the federal level. Applicable laws, regulations, and standards of these three agencies are described as follows.

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### 2.2.1 FEDERAL

The federal Clean Air Act, passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. The EPA is responsible for implementing most aspects of the Clean Air Act, including setting National Ambient Air Quality Standards (NAAQS) for major air pollutants; setting hazardous air pollutant standards; approving state attainment plans; setting motor vehicle emission standards; issuing stationary source emission standards and permits; and establishing acid rain control measures, stratospheric O3 protection measures, and enforcement provisions. NAAQS are established for criteria pollutants under the Clean Air Act; the criteria pollutants are O3, CO, NO2, SO2, PM10, PM2.5, and lead.

The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The NAAQS (other than for O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. NAAQS for O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are based on statistical calculations over 1- to 3-year periods, depending on the pollutant. The Clean Air Act requires the EPA to reassess the NAAQS at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare a State Implementation Plan that demonstrates how those areas will attain the standards within mandated time frames.

## 2.2.2 STATE

The federal Clean Air Act delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products.

CARB has established California Ambient Air Quality Standards (CAAQS), which are generally more restrictive than the NAAQS. The CAAQS describe adverse conditions; that is, pollution levels must be below these standards before a basin can attain the standard. Air quality is considered "in attainment" if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for O<sub>3</sub>, CO, SO<sub>2</sub> (1-hour and 24-hour), NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. The NAAQS and CAAQS are presented in Table 1, Ambient Air Quality Standard.

**Table 1. Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards
Ozone (O <sub>3</sub> )	8 Hour	0.070 ppm (137µg/m <sup>3</sup> )

Carbon Monoxide (CO)	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )
	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )
Nitrogen Dioxide (NO <sub>2</sub> )	1 Hour	20 ppm (23 mg/m <sup>3</sup> )
	1 Hour Annual Arithmetic Mean	0.18 ppm (339 µg/m <sup>3</sup> ) 0.030 ppm (57 µg/m <sup>3</sup> )
Sulfur Dioxide (SO <sub>2</sub> )	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )
	3 Hour	—
	1 Hour	0.25 ppm (665 µg/m <sup>3</sup> )
Particulate Matter (PM <sub>10</sub> )	Annual Arithmetic Mean	20 µg/m <sup>3</sup>
	24 Hour	50 µg/m <sup>3</sup>
Particulate Matter – Fine (PM <sub>2.5</sub> )	Annual Arithmetic Mean	12 µg/m <sup>3</sup>
	24 Hour	N/A
Sulfates	24 Hour	25 µg/m <sup>3</sup>
Lead (Pb)	Calendar Quarter	N/A
	30 Day Average	1.5 µg/m <sup>3</sup> )

ppm= parts per million by volume  
meter

ug/m<sup>3</sup> = micrograms per cubic meter

mg/m<sup>3</sup>= milligrams per cubic meter

Source: CARB 2013

**Notes:**

1 California standards for O<sub>3</sub>, CO, SO<sub>2</sub> (1-hour and 24-hour), NO<sub>2</sub>, suspended particulate matter—PM<sub>10</sub>, PM<sub>2.5</sub>, and visibility-reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2 National standards (other than O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The O<sub>3</sub> standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM<sub>10</sub>, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than one. For PM<sub>2.5</sub>, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

### 2.2.3 LOCAL

While CARB is responsible for the regulation of mobile emission sources within the state, local air quality management district and air pollution control districts are responsible for enforcing standards and regulating stationary sources. The SLOAPCD is the regional agency responsible for the regulation and enforcement of federal, state, and local air pollution control regulations where the proposed project is located, and the greater County of San Luis

Obispo. The SLOAPCD operates monitoring stations in the County, develops rules and regulations for stationary sources and equipment, prepares emissions inventory and air quality management planning documents, and conducts source testing and inspections.

## 2.3 BACKGROUND AIR QUALITY

### 2.3.1 AIR QUALITY ATTAINMENT PLANS

The California Clean Air Act of 1988 mandated the preparation of clean air plans that provide an overview of air quality and sources of air pollution and identify pollution control measures needed to meet federal and state air quality standards. The SLOAPCD is responsible for formulating and implementing the clean air plan for San Luis Obispo County. The plan provides an overview of the regional air quality and sources of air pollution and identifies the pollution control measures needed to meet clean air standards. The schedule for plan development is outlined by state and federal requirements and is influenced by regional air quality. Clean air plans affect the development of SLOAPCD rules and regulations and other programs. They also influence a range of activities outside the district, including transportation planning, allocation of money designated for air quality projects, and more.

Last adopted in March 2002, the SLOAPCD Clean Air Plan outlines the district's strategies to reduce O<sub>3</sub> precursor emissions from a wide variety of stationary and mobile sources. Analysis of several long-term air quality trends in the county demonstrates that O<sub>3</sub> air quality in the coastal and southern areas of the county appears to be improving, while air quality in the North County is declining. At the county level, transportation control measures and land use planning strategies play an important role in the implementation of the Clean Air Plan.

In 2003, the California Legislature enacted Senate Bill (SB) 656 (Sher) to reduce public exposure to particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>, collectively referred to as PM). SB 656 required CARB, in consultation with local air pollution control districts, to develop and adopt a list of PM reduction strategies. The SLOAPCD adopted the PM Report and associated control measures in 2005. The report identifies PM control for five primary categories and associated measures. The categories include paved and unpaved roads; open burning, fugitive dust, refinery activities and use of furnaces, and particulate exhaust concentrations. The top five sources of direct PM<sub>10</sub> emissions are area sources—unpaved road dust, paved road dust, construction and demolition, prescribed burning, and farming operations (dust).

These sources contribute 77 percent of the total PM<sub>10</sub> emissions in the County

## 2.3.2 SAN LUIS OBISPO COUNTY ATTAINMENT DESIGNATION

**Table 2. San Luis Obispo County Attainment Classification**

Pollutant	Averaging Time	California Standards****		Federal Standards****	
		Concentration	Attainment Status	Concentration	Attainment Status
Ozone (O3)	1 Hour	0.09 ppm (180 µg/m3)	Non-Attainment	-	Non-Attainment Eastern SLO County - Attainment Western SLO County***
	8 Hour	0.070 ppm (137 µg/m3)		0.075 ppm (147 µg/m3)	
Respirable Particulate Matter (PM10)	24 Hour	50 µg/m3	Non-Attainment	150 µg/m3	Unclassified*/Attainment
	Annual Arithmetic Mean	20 µg/m3		-	
Fine Particulate Matter (PM2.5)	24 Hour	No State Standard	Attainment	35 µg/m3	Unclassified*/Attainment
	Annual Arithmetic Mean	12 µg/m3		12.0 µg/m3 *****	
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m3)	Attainment	9 ppm (10 mg/m3)	Unclassified*
Nitrogen Dioxide (NO2)	Annual Arithmetic Mean	0.03 ppm (57 µg/m3)	Attainment	0.53 µg/(100 µg/m3)	Unclassified*
	1 Hour	0.18 ppm (330 µg/m3)		100 ppb (196 mg/m3)	
Sulfur Dioxide (SO2)	Annual Arithmetic Mean	-	Attainment	0.03 ppm (80 µg/m3)	Unclassified*
	24 Hour	0.04 ppm (330 µg/m3)		0.14 ppm (365 µg/m3)	
	3 Hour	-		0.5 ppm (1300 µg/m3)	

Source: CARB 2015d; EPA 2015a

\* Unclassified (EPA/Federal definition): Any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for that pollutant. \*\* Secondary Standard \*\*\* San Luis Obispo County has been designated non-attainment east of the -120.4 deg Longitude line, in areas of SLO County that are south of latitude 35.45 degrees, and east of the -120.3 degree Longitude line, in areas of SLO County that are north of latitude 35.45 degrees. Map of non-attainment area is available upon request from the APCD. \*\*\*\* For more information on standards visit: <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf> **Attainment** (EPA/Federal definition): Any area that meets the national primary or secondary ambient air quality standard for that pollutant. (CA definition): State standard was not exceeded during a three year period. \*\*\*\*\* Federal PM2.5 Secondary Standard is 15µg/m<sup>3</sup> **Non-Attainment** (EPA/Federal definition): Any area that does not meet, or contributes to an area that does not meet the national primary or secondary ambient air quality standard for that pollutant. (CA definition): State standard was exceeded at least once during a three year period.

	1 Hour	0.25 ppm (330 µg/m <sup>3</sup> )		75 ppb (196 mg/m <sup>3</sup> )
Lead*	30 Day Average	1.5 µg/m <sup>3</sup>	Attainment	-
	Calendar Quarter	-		1.5 µg/m <sup>3</sup>
	Rolling 3-Month Average	-		1.5 µg/m <sup>3</sup>
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer – visibility of ten miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.	Attainment	No Federal Standard
Sulfates	24 Hour	25 µg/m <sup>3</sup>	Attainment	
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Attainment	
Vinyl Chloride*	24 Hour	0.01 ppm (262 µg/m <sup>3</sup> )	No Attainment Information	

An area is designated in attainment when it is in compliance with the NAAQS and/or CAAQS. These standards are set by the EPA or CARB for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare. Generally, if the recorded concentrations of a pollutant are lower than the standard, the area is classified as "attainment" for that pollutant. If an area exceeds the standard, the area is classified as "nonattainment" for that pollutant. If there are not enough data available to determine whether the standard is exceeded in an area, the area is

designated as "unclassified."

The criteria pollutants of primary concern considered in this air quality assessment include O<sub>3</sub>, NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Although there are no ambient standards for ROCs or NO<sub>x</sub>, they are important because they are precursors to O<sub>3</sub>. The attainment classifications for these criteria pollutants are outlined in Table 2, San Luis Obispo County Attainment Classification.

### 2.3.3 AMBIENT AIR QUALITY MONITORING DATA

The nearest air monitoring station to the San Antonio Winery is the Paso Robles-Santa Fe Avenue Monitoring Station, approximately three miles south of the San Antonio Winery. This station measures ozone and PM<sub>10</sub>. Table 3 summarizes the available annual air quality data for the local air shed. This monitoring station has recorded two exceedance of State standards for PM<sub>10</sub> in 2011 and 2012 and 19.4 days for 2013. Table 3 shows historical occurrences of O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> pollutant levels exceeding state and federal ambient air quality standards for the three-year period of 2011, 2012, and 2013.

**Table 3. Ambient Air Quality Monitoring Data for Paso Robles-Santa Fe Avenue**

	2011	2012	2013
<b>Ozone</b>			
Max 1-hour concentration (ppm)	0.076	0.081	0.072
Max 8-hour concentration (ppm)	0.068 / 0.067	0.070 / 0.069	0.067 / 0.067

Number of days above state 1-hour standard	0	0	0
Number of days above state/federal 8-hour standard	0/0	0/0	0/0
<b>Coarse Particulate Matter</b>			
Max 1-hour/24-hour concentration (µg/m3) (state/federal)	113.4 / *	61.4 / *	61.6 / 0
Number of days above state/federal 24-hour standard?	2.0 / *	2.0 / *	4.0 / *
<b>Fine Particulate Matter</b>			
Max 1-hour/24-hour concentration (µg/m3) (state/federal)	* / *	* / *	* / *
Number of days above federal standard	* / *	* / *	* / *

Source: CARB 2015e

\* - No data available

The SLOAPCD is the regional agency responsible for rulemaking, permitting, and enforcement activities affecting stationary sources in the county. The SLOAPCD monitors county air quality, reviews land use projects, develops and enforces rules and regulations, issues permits, and creates long-term air quality plans for the county. The district works with government, industry, businesses, and the public to reduce air pollution from stationary sources, such as power plants, corner gas stations, and local dry cleaners. The SLOAPCD also implements programs to promote alternative means of transportation, such as carpooling, telecommuting, and use of clean vehicle technologies.

Specific rules and regulations adopted by the SLOAPCD limit the emissions that can be generated by various activities and identify specific pollution reduction measures that must be implemented in association with various activities. These rules regulate not only emissions of the six criteria air pollutants but also toxic emissions and acutely hazardous non-radioactive materials emissions. Emissions sources subject to these rules are regulated through the SLOAPCD's permitting process and standards of operation. Through this permitting process, the SLOAPCD monitors generation of stationary emissions and uses this information in developing its air quality plans. Any sources of stationary emissions constructed as part of a proposed Program would be subject to SLOAPCD rules and regulations. Both federal and state ozone plans rely on stationary source control measures set forth in SLOAPCD rules and regulations. With respect to the construction activities associated with development instigated by the proposed Program, applicable SLOAPCD regulations would relate to architectural coatings (Rule 433, Architectural Coatings) and paving materials (Rule 420, Cutback Asphalt Paving Materials). With respect to the operational phase of a project,

SLOAPCD Rule 601, New Source Performance Standards, would apply to any new or modified stationary sources in the County.

## 2.4 METHODOLOGY AND THRESHOLDS OF SIGNIFICANCE

This analysis of air quality issues follows the guidance and methodologies recommended in SLOAPCD's *CEQA Air Quality Handbook 2012 (SLOAPCD 2012)*. An air quality impact is considered significant if implementation of the project would result in any of the following:

1. Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by SLOAPCD,
2. Expose any sensitive receptor to substantial air pollutant concentrations.
3. Create or subject individuals to objectionable odors.
4. Be inconsistent with the district's Clean Air Plan.
5. Result in a cumulatively considerable net increase of any criteria pollutant either considered in nonattainment under applicable state or federal ambient air quality standards that are due to increased energy use or traffic generation, or intensified land use change.

The SLOAPCD has established significance criteria that may be relied upon in order to make determinations concerning air quality impacts. According to the SLOAPCD, an air quality impact is considered significant if a proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SLOAPCD has established thresholds of significance for air quality for construction and operational activities of land use development projects, as shown in Table 4.

**Table 4. SLOAPCD CEQA Significant Thresholds**

Air Pollutant	Construction Activities			Operations	
	Daily	Quarterly Tier 1	Quarterly Tier 2	Daily	Annual

Reactive Organic Gases (ROG) & Nitrogen Oxide (NOx) Combined	137 lbs.	2.5 tons	6.3 tons	25 lbs.	25 tons
Diesel Particulate Matter (DPM)	7 lbs.	0.13 tons	0.32 tons	1.25 lbs.	NA
Fugitive Particulate Matter (PM <sub>10</sub> ), Dust	N/A	2.5 tons	N/A	25 lbs.	25 tons
Carbon Monoxide (CO)	N/A	N/A	N/A	550 lbs.	N/A
Greenhouse Gas Emissions	Amortized and Combined with Operational Emissions			Consistency with a Qualified Greenhouse Gas Reduction Plan OR 1,150 MT CO <sub>2</sub> e/year OR 4.9 CO <sub>2</sub> e/SP/year (residents + employees)	

Source: SLOAPCD 2012

## 2.4.1 SHORT-TERM CONSTRUCTION EMISSIONS

The proposed project includes construction of new facilities on vacant land. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but possess the potential to represent a significant air quality impact. Short-term construction emissions would result in increased emissions of ozone-precursor pollutants (i.e., ROG and NOx), emissions of coarse and fine particulate matter, and GHG. Emissions of ozone precursors would result from the operation of on-road and off-road motorized vehicles and equipment. Emissions of airborne particulate matter are largely associated with ground-disturbing activities, such as those occurring during site preparation.

Construction of the proposed project would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated with a corresponding

uncertainty in precise ambient air quality impacts.

The quantity of daily emissions, particularly ROG and NOx emissions, generated by construction equipment used to construct the facilities were modeled using CalEEMod version 2013.2.2. The proposed project assumes three phases of development: Phase 1 (August 2015 – September 2016; Phase 2 (February 2018 – September 2018); and Phase 3 (February 2019 – September 2019).

**Table 5. Phase 1 Construction Emissions**

Construction	ROG	NOx	ROG+NOx	Fugitive PM <sub>10</sub>	DPM	CO <sub>2</sub> e MT/yr.
2015 <sup>1</sup> (lbs/day)	4.09	32.80	36.89	5.72	1.56	120.34
Daily Exceedance			No	N/A	No	
Quarterly Tier 1 <sup>1</sup> (Tons)			.77	0.09	0.04	
Tier 1 Exceedance			No	No	No	
Quarterly Tier 2 <sup>2</sup> (Tons)			.77	N/A	0.04	
Tier 2 Exceedance			No		No	
2016 <sup>1</sup>	64.52	23.27	87.79	0.52	1.41	213.85
Daily Exceedance			No	N/A	No	
Quarterly Tier 1 <sup>1</sup> (Tons)			.96	0.01	0.04	
Tier 1 Exceedance			No	No	No	
Quarterly Tier 2 <sup>2</sup> (Tons)			.96	N/A	0.04	
Tier 2 Exceedance			No		No	

1 – Maximum daily emissions accounted for in Winter

2 – Divide annual emissions by number of quarters of construction.

2015: 125 days of construction over two quarters (8/1/15 - 12/31/15)

2016: 180 days of construction over three quarters (1/1/16 - 9/30/2016)

**Table 6. Phase 2 Construction Emissions**

Construction	ROG	NOx	ROG+NOx	Fugitive PM <sub>10</sub>	DPM	CO <sub>2</sub> e MT/yr.
2018 <sup>1</sup> (lbs/day)	86.11	24.66	110.77	5.68	1.37	149.33



Daily Exceedance	No	N/A	No
Quarterly Tier 1 <sup>1</sup> (Tons)	.63	0.03	0.02
Tier 1 Exceedance	No	No	No
Quarterly Tier 2 <sup>2</sup> (Tons)	.63	N/A	0.02
Tier 2 Exceedance	No		No

1 – Maximum daily emissions accounted for in Winter  
2 – Divide annual emissions by number of quarters of construction.  
2018: 153 days of construction over three quarters (2/14/18 - 9/15/18)

**Table 7. Phase 3 Construction Emissions**

Construction	ROG	NOx	ROG+NOx	Fugitive PM <sub>10</sub>	DPM	CO <sub>2</sub> e MT/yr.
2019 <sup>1</sup> (lbs/day)	59.59	11.35	70.95	0.8516	.6116	87.89
Daily Exceedance			No	N/A	No	
Quarterly Tier 1 <sup>1</sup> (Tons)			0.36	0.01	0.01	
Tier 1 Exceedance			No	No	No	
Quarterly Tier 2 <sup>2</sup> (Tons)			0.36	N/A	0.01	
Tier 2 Exceedance			No		No	

1 – Maximum daily emissions accounted for in Winter  
2 – Divide annual emissions by number of quarters of construction.  
2019: 154 days of construction over three quarters (2/14/19 - 9/15/19)

Based on the approximate area of disturbance, for each of the Phases, and consideration of the entire disturbance area, grading and construction activities would not exceed SLO APCD *daily, Quarterly – Tier 1, or Quarterly – Tier 2* thresholds for ROG + NOx, PM<sub>10</sub>, or DPM. Therefore, impacts on air quality during construction would be less than significant.

#### 2.4.1.1 TOXIC AIR CONTAMINANTS

In regards to toxic air contaminants (TACs) potentially generated during project construction, the project would result in emissions of diesel particulate matter from heavy construction equipment and trucks accessing the site. Diesel particulate matter is characterized as a TAC by the State of California and the Office of Environmental Health Hazard Assessment has identified carcinogenic and chronic noncarcinogenic effects from long-term exposure, but has not identified health effects due to short-term exposure to diesel particulate matter. Due to the temporary nature of project construction, and because the project would not generate substantial diesel emissions from construction equipment or trucks, the project

would not result in a significant health risk to receptors in the vicinity of the proposed project.

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#### 2.4.1.2 FUGITIVE PARTICULATE MATTER (PM<sub>10</sub>)

##### **Fugitive Dust Mitigation Measures**

San Luis Obispo County is currently in nonattainment for the state PM<sub>10</sub> standard; therefore, dust mitigation measures are required for all discretionary construction activities, regardless of the significance of the fugitive dust impacts. The SLOAPCD CEQA Handbook 2012 states: "Projects with grading areas that are less than 4-acres and that are within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions":

- a. Reduce the amount of the disturbed area where possible;
- b. Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- c. All dirt stock-pile areas should be sprayed daily as needed;
- d. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- e. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- f. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.

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#### 2.4.2 LONG-TERM OPERATIONAL EMISSIONS

Operations of the project would produce NO<sub>x</sub>, ROC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions primarily from vehicular trips to and from the proposed project. Specifically, the proposed project would impact air quality through vehicular traffic generated by employees and activities and trips associated with non-crush daily operations and additional emissions associated with crush-specific events. Emissions associated with project-generated daily traffic were estimated based on the trip generation rates calculated Section 1.3.2, Project

Description Operation, CalEEMod default data, including temperature, trip characteristics (with the exception of crush only, heavy truck emissions), variable start information, emission factors, and trip distances (with the exception of crush only, heavy truck emissions), were conservatively used for the model inputs. Project-related traffic was assumed to consist of a mixture of vehicles in accordance with the model outputs for traffic (with the exception of crush only, heavy truck emissions). Emission factors representing the vehicle mix and emissions for the year 2020, when the project could be in its first year of full-buildout operation, were used to estimate emissions.

**Table 8. Operations (2020): ROG + NOx**

	2020	2020	2020
	CalEEMod Daily Winter Emissions with Crush (lbs./day)	CalEEMod Daily Winter Emissions w/o Crush (lbs./day)	CalEEMod Daily Summer Emissions w/o Crush (lbs./day)
ROG	4.6463	4.4365	4.4305
NOx	2.2086	0.9350	0.9181
Excess Impact Evaluation			
ROG + NOx	6.8549	5.3715	5.3486
CEQA Daily Sig. Threshold (SLOAPCD)	25	25	25
Daily Maximum Exceedance: ROG + NOx	No	No	No
Applicable # of Days/yr.	40	143	182
Contribution to Annual Emissions	274.1964	768.1259	973.4470
Annual Emissions (Tons)			1.008
Exceed Annual Threshold?			No

**Table 9. Operations (2020): DPM**

	2020	2020	2020
	CalEEMod Daily Winter Emissions with Crush (lbs./day)	CalEEMod Daily Winter Emissions w/o Crush (lbs./day)	CalEEMod Daily Summer Emissions w/o Crush (lbs./day)

DPM	.05493	.0524	6.3249
Excess Impact Evaluation			
CEQA Sig. Threshold (SLOAPCD)	1.25	1.25	1.25
Daily Maximum Exceedance: DPM	No	No	No

**Table 10. Operations (2020): PM<sub>10</sub>**

	2020	2020	2020
	CalEEMod Daily Winter Emissions with Crush (lbs./day)	CalEEMod Daily Winter Emissions w/o Crush (lbs./day)	CalEEMod Daily Summer Emissions w/o Crush (lbs./day)
PM <sub>10</sub>	2.1032	.211	.211
Excess Impact Evaluation			
CEQA Daily Sig. Threshold (SLOAPCD)	25	25	25
Daily Maximum Exceedance: PM <sub>10</sub>	No	No	No
Applicable # of Days/yr.	40	143	182
Contribution to Annual Emissions	80.5280	30.1730	38.4020
Annual Emissions (Tons)			0.0746
Exceed Annual Threshold?			No

**Table 11. Operations (2020): CO**

	2020	2020	2020
	CalEEMod Daily Winter Emissions with Crush (lbs./day)	CalEEMod Daily Winter Emissions w/o Crush (lbs./day)	CalEEMod Daily Summer Emissions w/o Crush (lbs./day)

CO	3.8753	1.6705	1.6062
Excess Impact Evaluation			
CEQA Sig. Threshold (SLOAPCD)	550	550	550
Daily Maximum Exceedance: CO	No	No	No

The proposed project would not generate emissions that would exceed the ROG and NOx significance thresholds of 25 pounds per day during summer or winter for daily new facility operations for Non-Crush or Crush periods. The project's emissions would not exceed the fugitive particulate matter (PM<sub>10</sub>) significance thresholds of 25 pounds per day or the diesel particulate matter (DPM) significance threshold of 1.25 pounds per day, or CO emissions of 550 pounds per day. The project would not exceed annual thresholds for ROG and NOx combined or fugitive particulate matter (PM<sub>10</sub>). The ambient air quality impacts are less than significant.

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### 2.4.3 SENSITIVE RECEPTORS

The proposed project is in proximity (1,000 feet) of sensitive receptors, specifically two (2) separate residential dwelling units: One located at 3142 Golden Hill Road and a second at 3525 Golden Hill Road. Diesel Particulate Matter does not exceed the Daily or Quarterly CEQA Significance Thresholds in Phase 1, Phase 2, or Phase 3 of construction. However, as the proposed project is located close to Sensitive Receptors, the short-term generation of DPM during construction would result in a potentially significant impact, which can be mitigated to less than significant by implementation of standard measures, including:

#### **Idling Restrictions Near Sensitive Receptors for Both On and Off-Road Equipment**

1. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
2. Use of alternative fueled equipment is recommended whenever possible; and,
3. Signs that specify the no idling requirements must be posted and enforced at the construction site.

The project would not result in the use, storage, or generation of toxic air pollutants such that an increased cancer risk would affect identified sensitive receptors or the population.

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### 2.4.4 ODORS

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#### 2.4.4.1 CONSTRUCTION ODOR IMPACTS

Potential sources that may emit odors during construction activities include diesel equipment and gasoline fumes and solvents from the application of paint. Odors from these sources would be localized and generally confined to the project site. The release of potential odor-causing compounds would tend to be during the work day, when many residents would not be at home. Such odors are temporary and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, the proposed project construction would not cause an odor nuisance, and impacts associated with odors during construction would be considered less than significant.

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#### 2.4.4.2 OPERATIONAL ODOR IMPACTS

Certain projects, including wineries, have the potential to cause significant odor impacts because of the nature of their operation and their location. Wine production facilities can generate nuisance odors during various steps of the process. The proposed project is close to sensitive receptors that could be affected by nuisance odors. Methods for handling wastewater discharge and grape skin waste should be incorporated into the winery practices to minimize the occurrence of anaerobic processes that mix with ambient air which can result in offsite nuisance odor transport. With implementation of recommended standard practices for reducing nuisance odors, this impact is considered less than significant.

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#### 2.4.5 NATURALLY-OCCURRING ASBESTOS EXPOSURE

The project site has not been identified by the SLOAPCD as an area that has the potential to contain naturally occurring asbestos (SLOAPCD 2015).

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#### 2.4.6 CONSISTENCY WITH SLOAPCD CLEAN AIR PLAN

In the CEQA Air Quality Handbook, the SLOAPCD recommends evaluating consistency with the CAP by evaluating the following questions:

**Urban growth should occur within the urban reserve lines of cities and unincorporated communities.**

The proposed project is an industrial facility and would not increase the population. The proposed project would not have a direct or indirect effect on local or regional populations. This question is not relevant to the proposed project.

**Is the rate of increase in vehicle trips and miles traveled less than or equal to the rate of population growth for the same area?**

The proposed project may attract some vehicle trips that would have previously gone to another facility. Miles traveled for daily operations, events, and activities were determined to be of similar length to existing rural trips. However, trips and trip length would not increase at a rate faster than the rate of population growth. The impact would be less than significant.

**Have all applicable land use and transportation control measures and strategies from the CAP been included in the plan or project to the maximum extent feasible?**

The project consists of development of a wine processing facility on an undeveloped lot close to existing industrial and residential. The project incorporates applicable CAP control measures and strategies promoting development consistent with L-1 Planning Compact Communities. Therefore, the project would not conflict with or obstruct implementation of the Clean Air Plan. The impact would be less than significant.

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#### 2.4.7 CUMULATIVE IMPACTS

In analyzing cumulative impacts from the proposed project, the assessment must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the County is designated as nonattainment for the NAAQS or CAAQS. The County is currently in attainment of NAAQS and is in attainment for all CAAQS with the exception of the state 1-hour and 8-hour O<sub>3</sub> standard and the state standards for PM<sub>10</sub>. Construction and operation of the proposed project would generate emissions of VOC and NO<sub>x</sub> (O<sub>3</sub> precursors) and PM<sub>10</sub> emissions; however, the proposed project would not exceed SLOAPCD guidance for annual construction emissions or SLOAPCD thresholds for daily operational emissions. Since implementation of the project would result in less-than-significant short-term impacts to air quality associated with construction and less-than-significant long-term impacts associated with operation of the project, the proposed project's contribution to the County's nonattainment status for state 1-hour and 8-hour O<sub>3</sub> and PM<sub>10</sub> standards would be less than cumulatively considerable. As the project would not result in significant O<sub>3</sub> precursor emissions or PM<sub>10</sub> emissions, and project-generated emissions have been taken into account in the SLOAPCD 2002 Clean Air Plan growth projections, cumulative impacts would be less than significant.

## 3.0 GREENHOUSE GAS EMISSIONS

### 3.1 EXISTING CONDITIONS

#### 3.1.1 THE GREENHOUSE EFFECT AND GREENHOUSE GASES

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind, lasting for an extended period (decades or longer). Gases that trap heat in the atmosphere are often called GHGs. The greenhouse effect traps heat in the troposphere through a threefold process: short-wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long-wave radiation; and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and back toward the Earth. This "trapping" of the long-wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

Principal GHGs include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), ozone (O<sub>3</sub>), and water vapor (H<sub>2</sub>O). Some GHGs, such as CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O, can occur naturally and are emitted into the atmosphere through natural processes and human activities. Of these gases, CO<sub>2</sub> and CH<sub>4</sub> are emitted in the greatest quantities from human activities. Emissions of CO<sub>2</sub> are largely byproducts of fossil-fuel combustion, whereas CH<sub>4</sub> results mostly from off-gassing associated with agricultural practices and landfills. Man-made GHGs, which have a much greater heat-absorption potential than CO<sub>2</sub>, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF<sub>6</sub>), and nitrogen trifluoride (NF<sub>3</sub>), which are associated with certain industrial products and processes (CAT 2006).

The greenhouse effect is a natural process that contributes to regulating the Earth's temperature. Without it, the temperature of the Earth would be about 0°F (-18°C) instead of its current 57°F (14°C). Global climate change concerns are focused on whether human activities are leading to an enhancement of the greenhouse effect.

The effect each GHG has on climate change is measured as a combination of the mass of its emissions and the potential of a gas or aerosol to trap heat in the atmosphere, known as its global warming potential (GWP). The GWP varies between GHGs; for example, the GWP of CH<sub>4</sub> is 21, and the GWP of N<sub>2</sub>O is 310. Total GHG emissions are expressed as a function of

how much warming would be caused by the same mass of CO<sub>2</sub>. Thus, GHG gas emissions are typically measured in terms of pounds or tons of CO<sub>2</sub> equivalent (CO<sub>2</sub>E).<sup>2</sup>

### 3.1.2 CONTRIBUTIONS TO GREENHOUSE GAS EMISSIONS

In 2012, the United States produced 6,501.5 million metric tons (MMT) of CO<sub>2</sub>E (EPA 2015b). The primary GHG emitted by human activities in the United States was CO<sub>2</sub>, representing approximately 83% of total GHG emissions. The largest source of CO<sub>2</sub>, and of overall GHG emissions, was fossil-fuel combustion, which accounted for approximately 78% of the CO<sub>2</sub> emissions.

According to the 2012 GHG inventory data compiled by CARB for the California Greenhouse Gas Inventory for 2000–2012, California emitted 459 MMT CO<sub>2</sub>E of GHGs, including emissions resulting from out-of-state electrical generation (CARB 2015a). The primary contributors to GHG emissions in California are transportation, industry, electric power production from both in-state and out-of-state sources, agriculture, and other sources, which include commercial and residential activities. These primary contributors to California's GHG emissions and their relative contributions in 2012 are presented in Table 12, Greenhouse Gas Sources in California.

**Table 12. Greenhouse Gas Sources in California (2012)**

Source Category	Annual GHG Emissions (MMT CO <sub>2</sub> E)	% of Total <sup>a</sup>
Transportation	167.38	36%
Electricity generation	95.09 <sup>b</sup>	21%
Residential uses	28.09	6%
Commercial uses	14.2	3%
Industrial uses	89.16	19%

<sup>2</sup> The CO<sub>2</sub> equivalent for a gas is derived by multiplying the mass of the gas by the associated GWP, such that metric tons of CO<sub>2</sub>E = (metric tons of a GHG) • (GWP of the GHG). For example, the GWP for CH<sub>4</sub> is 21. This means that emissions of 1 metric ton of CH<sub>4</sub> are equivalent to emissions of 21 metric tons of CO<sub>2</sub>.

Recycling and waste	8.49	2%
High GWP substances	18.41	4%
Agriculture	37.86	8%
Totals	458.68	100%

**Source:** CARB 2015a.

a Percentage of total has been rounded.

b Includes emissions associated with imported electricity, which account for 44.07 MMT CO<sub>2</sub>E annually.

According to the County of San Luis Obispo's EnergyWise/Climate Action Plan GHG inventory, the County produced 917,710 MT CO<sub>2</sub>E in 2006, excluding stationary sources. The largest source of emissions within the unincorporated is on-road transportation emissions, which contribute 40% of total community emissions. Building energy emissions (including electricity and natural gas for residential and nonresidential buildings), contributed 39% of total 2006 emissions. The combination of on-road vehicle and building energy emissions accounted for 79% of total community emissions. The third largest source is agriculture (livestock and crops), contributing 11%. The fourth largest source is off-road vehicles, with a contribution of 8% of the total 2007 emissions. The remaining sources and their contributions towards total emissions are solid waste generation (3%) and aircraft (<0.1%).

### 3.1.3 POTENTIAL EFFECTS OF HUMAN ACTIVITY ON CLIMATE CHANGE

Globally, climate change has the potential to impact numerous environmental resources though uncertain impacts related to future air temperatures and precipitation patterns. In California, climate change impacts have the potential to affect sea level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, and electricity demand and supply (CCCC 2006). The primary effect of global climate change has been a rise in average global tropospheric temperature of 0.2°C per decade, determined from meteorological measurements worldwide between 1990 and 2005. Scientific modeling predicts that continued emissions of GHGs at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. A warming of about 0.2°C (0.36°F) per decade is projected, and there are identifiable signs that global warming could be taking place, including substantial ice loss in the Arctic (IPCC 2007).

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. Climate change is already affecting California: average temperatures have increased, leading to more extreme hot days and fewer cold nights; shifts

in the water cycle have been observed, with less winter precipitation falling as snow, and both snowmelt and rainwater running off earlier in the year; sea levels have risen; and wildland fires are becoming more frequent and intense due to dry seasons that start earlier and end later (CAT 2010a). Climate change modeling using emission rates from the year 2000 shows that further warming would occur, which would induce further changes in the global climate system during the current century. Changes to the global climate system and ecosystems and to California would include, but would not be limited to, the following:

- The loss of sea ice and mountain snowpack resulting in higher sea levels and higher sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures (IPCC 2007)
- A rise in global average sea level primarily due to thermal expansion and melting of glaciers and ice caps and the Greenland and Antarctic ice sheets (IPCC 2007)
- Changes in weather that include widespread changes in precipitation, ocean salinity, and wind patterns; and more energetic aspects of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold, and intensity of tropical cyclones (IPCC 2007)
- A decline of Sierra snowpack, which accounts for approximately half of the surface water storage in California, by 30% to as much as 90% over the next 100 years (CAT 2006)
- An increase in the number of days conducive to O<sub>3</sub> formation by 25% to 85% (depending on the future temperature scenario) in high-O<sub>3</sub> areas of Los Angeles and the San Joaquin Valley by the end of the twenty-first century (CAT 2006)
- A high potential for erosion of California's coastlines and seawater intrusion into the Delta and levee systems due to the rise in sea level (CAT 2006)

## 3.2 REGULATORY SETTING

This section provides a brief foundation for these regulatory efforts and discusses the key federal and state regulatory efforts that could apply to development under the Heritage Ridge project and the users of such development.

### 3.2.1 FEDERAL

**Massachusetts v. EPA.** On April 2, 2007, in *Massachusetts v. EPA*, the U.S. Supreme Court directed the Environmental Protection Agency (EPA) administrator to determine whether

GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the EPA administrator is required to follow the language of Section 202(a) of the Clean Air Act. On December 7, 2009, the administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act:

The administrator found that elevated concentrations of GHGs—CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the "endangerment finding." The administrator further found the combined emissions of GHGs—CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the Clean Air Act.

**Energy Independence and Security Act.** On December 19, 2007, President George W. Bush signed the Energy Independence and Security Act of 2007. Among other key measures, the act would do the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

**EPA and NHTSA Joint Final Rule for Vehicle Standards.** On April 1, 2010, the EPA and NHTSA announced a joint final rule to establish a national program consisting of new standards for light-duty vehicles model years 2012 through 2016. The joint rule is intended to reduce GHG emissions and improve fuel economy. The EPA approved the first-ever national GHG

emissions standards under the Clean Air Act, and NHTSA approved Corporate Average Fuel Economy (CAFE) standards under the Energy Policy and Conservation Act (75 FR 25324–25728). The final rule became effective on July 6, 2010 (75 FR 25324–25728).

The EPA's GHG standards require new passenger cars, light-duty trucks, and medium-duty passenger vehicles to meet an estimated combined average emissions level of 250 grams of CO<sub>2</sub> per mile in model year 2016, equivalent to 35.5 mpg if the automotive industry were to meet this CO<sub>2</sub> level through fuel economy improvements alone. The CAFE standards for passenger cars and light trucks will be phased in between 2012 and 2016, with the final standards equivalent to 37.8 mpg for passenger cars and 28.8 mpg for light trucks, resulting in an estimated combined average of 34.1 mpg. The rules will simultaneously reduce GHG emissions, improve energy security, increase fuel savings, and provide clarity and predictability for manufacturers.

In August 2012, the EPA and NHTSA approved a second round of GHG and CAFE standards for model years 2017 and beyond (77 FR 62624–63200). These standards will reduce motor vehicle GHG emissions to 163 grams of CO<sub>2</sub> per mile, which is equivalent to 54.5 mpg if this level were achieved solely through improvements in fuel efficiency, for cars and light-duty trucks by model year 2025. A portion of these improvements, however, will likely be made through reductions in air conditioning leakage and through use of alternative refrigerants, which would not contribute to fuel economy. The regulations also include targeted incentives to encourage early adoption and introduction into the marketplace of advanced technologies to dramatically improve vehicle performance, including the following:

- Incentives for electric vehicles, plug-in hybrid electric vehicles, and fuel-cell vehicles
- Incentives for hybrid technologies for large pickup trucks and for other technologies that achieve high fuel economy levels on large pickup trucks
- Incentives for natural gas vehicles
- Credits for technologies with potential to achieve real-world GHG reductions and fuel economy improvements that are not captured by the standard test procedures

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### 3.2.2 STATE

**Title 24.** Although not originally intended to reduce GHG emissions, California's Energy Efficiency Standards for Residential and Nonresidential Buildings (24 CCR Part 6) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy-efficiency technologies and methods. The premise for the

standards is that energy-efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for space and water heating) results in GHG emissions. Therefore, increased energy efficiency in buildings results in relatively lower rates of GHG emissions on a building-by-building basis.

Part 6 is updated periodically to incorporate and consider new energy efficiency technologies and methodologies. The most recent amendments, referred to as the 2013 standards, will be effective on July 1, 2014. The 2013 standards will use 25% less energy for lighting, heating, cooling, ventilation, and water heating than the 2008 standards (CEC 2012).

**Assembly Bill 1493.** In response to the transportation sector accounting for more than half of California's CO<sub>2</sub> emissions, AB 1493 (Pavley) was enacted on July 22, 2002. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the state board to be vehicles whose primary use is noncommercial personal transportation in the state. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. When fully phased in, the near-term (2009–2012) standards will result in a reduction of about 22% in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term (2013–2016) standards will result in a reduction of about 30%.

**Executive Order S-3-05.** In June 2005, Governor Schwarzenegger established California's GHG emissions reduction targets in Executive Order S-3-05. The executive order established the following goals: GHG emissions should be reduced to 2000 levels by 2010, GHG emissions should be reduced to 1990 levels by 2020, and GHG emissions should be reduced to 80% below 1990 levels by 2050. The California Environmental Protection Agency secretary is required to coordinate efforts of various agencies to collectively and efficiently reduce GHGs. The Climate Action Team (CAT) is responsible for implementing global warming emissions reduction programs. Representatives from several state agencies compose the CAT. Under the executive order, the California Environmental Protection Agency secretary is directed to report biannually on progress made toward meeting the GHG targets and the impacts to California due to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. The CAT fulfilled its initial report requirements through the 2006 *Climate Action Team Report to Governor Schwarzenegger and the Legislature* (CAT 2006).

The 2009 *Climate Action Team Biennial Report* (CAT 2010a), published in April 2010, expands on the policy outlined in the 2006 assessment. The 2009 report provides new information and

scientific findings regarding the development of new climate and sea level projections using new information and tools that have recently become available and evaluates climate change within the context of broader social changes, such as land use changes and demographics. The 2009 report also identifies the need for additional research in several different aspects that affect climate change in order to support effective climate change strategies. The aspects of climate change determined to require future research include vehicle and fuel technologies, land use and smart growth, electricity and natural gas, energy efficiency, renewable energy and reduced carbon energy sources, low GHG technologies for other sectors, carbon sequestration, terrestrial sequestration, geologic sequestration, economic impacts and considerations, social science, and environmental justice.

Subsequently, the 2010 *Climate Action Team Report to Governor Schwarzenegger and the California Legislature* (CAT 2010b) reviews past Climate Action Milestones including voluntary reporting programs, GHG standards for passenger vehicles, the Low Carbon Fuel Standard (LCFS), a statewide renewable energy standard, and the cap-and-trade program. Additionally, the 2010 report includes a cataloguing of recent research and ongoing projects; mitigation and adaptation strategies identified by sector (e.g., agriculture, biodiversity, electricity, and natural gas); actions that can be taken at the regional, national, and international levels to mitigate the adverse effects of climate change; and today's outlook on future conditions.

**Assembly Bill 32.** In furtherance of the goals established in Executive Order S-3-05, the legislature enacted AB 32 (Núñez and Pavley), the California Global Warming Solutions Act of 2006, which Governor Schwarzenegger signed on September 27, 2006. The GHG emissions limit is equivalent to the 1990 levels, which are to be achieved by 2020.

CARB has been assigned to carry out and develop the programs and requirements necessary to achieve the goals of AB 32. Under AB 32, CARB must adopt regulations requiring the reporting and verification of statewide GHG emissions. This program will be used to monitor and enforce compliance with the established standards. CARB is also required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 allows CARB to adopt market-based compliance mechanisms to meet the specified requirements. Finally, CARB is ultimately responsible for monitoring compliance and enforcing any rule, regulation, order, emission limitation, emission reduction measure, or market-based compliance mechanism adopted.

As required under AB 32, on December 6, 2007, CARB approved the 1990 GHG emissions inventory, thereby establishing the emissions limit for 2020. The 2020 emissions limit was set at

427 MMT CO<sub>2</sub>E. In addition to the 1990 emissions inventory, CARB also adopted regulations requiring mandatory reporting of GHGs for the large facilities that account for 94% of GHG emissions from industrial and commercial stationary sources in California. About 800 separate sources fall under the new reporting rules and include electricity generating facilities, electricity retail providers and power marketers, oil refineries, hydrogen plants, cement plants, cogeneration facilities, and other industrial sources that emit CO<sub>2</sub> in excess of specified thresholds.

On December 11, 2008, CARB approved the *Climate Change Proposed Scoping Plan: A Framework for Change* (Scoping Plan; CARB 2008) to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. The Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and CAT early actions and additional GHG reduction measures by both entities, identifies additional measures to be pursued as regulations, and outlines the role of a cap-and-trade program.

The key elements of the Scoping Plan include the following:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33%.
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85% of California's GHG emissions.
- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets.
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the LCFS.
- Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

CARB is required to update its Scoping Plan at least once every 5 years (Health and Safety Code, Section 38561(h)). The First Update to the Climate Change Scoping Plan (Scoping Plan Update; CARB 2015b) was approved by the CARB Board on May 22, 2014. The Scoping Plan Update builds upon the initial Scoping Plan with new strategies and recommendations. The update identifies opportunities to leverage existing and new funds to further drive GHG

emission reductions through strategic planning and targeted low carbon investments. The update adjusts California's target GHG emissions for 2020 at 431 MMT CO<sub>2</sub>E based on use of GWP factors in the IPCC's Fourth Assessment Report, which was published in 2007. The update defines CARB's climate change priorities for the next 5 years and sets the groundwork to reach California's long-term climate goals set forth in Executive Orders S-3-05 and B-16-2012. The update highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals defined in the initial Scoping Plan and finds that California is on track to meet the near-term 2020. These efforts were pursued to achieve the near-term 2020 goal and have created a framework for ongoing climate action that can be built upon to maintain and continue economic sector-specific reductions beyond 2020, as required by AB 32. The document recommends efforts to reduce so-called short-lived climate pollutants (black carbon, methane, and hydrofluorocarbons). These pollutants remain in the atmosphere for shorter periods of time and have much larger GWPs compared to CO<sub>2</sub>. The Scoping Plan Update identifies nine key focus areas or sectors (energy, transportation, agriculture, water, waste management, and natural and working lands), along with short-lived climate pollutants, green buildings, and the cap-and-trade program. The update also recommends that a statewide mid-term target and mid-term and long-term sector targets be established toward meeting the 2050 goal established by Executive Order S-3-05 to reduce California's GHG emissions to 80% below 1990 levels, although no specific recommendations are made.

**Executive Order S-1-07.** Issued on January 18, 2007, Executive Order S-1-07 sets a declining LCFS for GHG emissions measured in CO<sub>2</sub>E grams per unit of fuel energy sold in California. The target of the LCFS is to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020. The carbon intensity measures the amount of GHG emissions in the lifecycle of a fuel, including extraction/feedstock production, processing, transportation, and final consumption, per unit of energy delivered. CARB adopted the implementing regulation in April 2009. The regulation is expected to increase the production of biofuels, including those from alternative sources, such as algae, wood, and agricultural waste. In addition, the LCFS would drive the availability of plug-in hybrid, battery electric, and fuel-cell power motor vehicles. The LCFS is anticipated to lead to the replacement of 20% of the fuel used in motor vehicles with alternative fuels by 2020.

**Senate Bill 375.** In August 2008, the legislature passed, and on September 30, 2008, Governor Schwarzenegger signed Senate Bill (SB) 375 (Steinberg), which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and

2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations will be responsible for preparing a SCS within their RTP.

The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, a metropolitan planning organization must prepare an alternative planning strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for "transit priority projects," as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the SCS or alternative planning strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional metropolitan planning organizations.

### ***SLOCOG Regional Transportation Plan - Sustainable Communities Strategy***

SLOCOG has released a draft RTP-SCS in December 2014, which shows how the region will achieve the required GHG per capita emission targets established by CARB under SB 375 as well the co-benefits of reducing criteria pollutants. The 2014 RTP-SCS is based on a preferred land use and transportation scenario, which lays out one possible pattern of future growth and transportation investment for the region. The 2014 RTP-SCS preferred scenario emphasizes a transit-oriented development and infill approach to land use and housing, supported by complementary transportation and transit investments. The 2014 RTP-SCS will meet the requirements of SB 375 and successfully achieves the region's GHG emission targets in 2020 and 2035, while accommodating forecast growth and regional housing needs. The 2014 RTP-SCS would meet the SBCAG region's GHG emission targets from passenger vehicles for 2020 and 2035, achieving reductions in per capita emissions of CO<sub>2</sub> from passenger vehicles of 9.4% in 2020 and 10.9% in 2035, better than the CARB-established SLOCOG target of zero net growth in per capita emissions (SLOCOG 2014).

### ***County of San Luis Obispo EnergyWise/Climate Action Plan***

The EnergyWise Plan is required by the Conservation and Open Space Element (COSE) of the General Plan and is intended to facilitate the goals of the COSE, though implementation of the reduction measures contained in this plan requires action by the Board of Supervisors. The Plan builds upon the goals and strategies of the COSE to reduce local GHG emissions. It identifies how the County will achieve the GHG emissions reduction target of 15% below baseline levels by the year 2020 in addition to other energy efficiency, water conservation, and air quality goals identified in the COSE. The Plan will also assist the County's participation in the regional effort to implement land use and transportation measures to reduce regional greenhouse gas emissions from the transportation sector by 2035.

**Senate Bill X1 2.** On April 12, 2011, Governor Jerry Brown signed SB X1 2 in the First Extraordinary Session, which would expand the Renewable Portfolio Standard (RPS) by establishing a goal of 20% of the total electricity sold to retail customers in California per year by December 31, 2013, and 33% by December 31, 2020, and in subsequent years. Under the bill, a renewable electrical generation facility is one that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation of 30 megawatts or less, digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current and that meets other specified requirements with respect to its location. In addition to the retail sellers covered by SB 107, SB X1 2 adds local publicly owned electric utilities to the RPS. By January 1, 2012, the CPUC is required to establish the quantity of electricity products from eligible renewable energy resources to be procured by retail sellers in order to achieve targets of 20% by December 31, 2013; 25% by December 31, 2016; and 33% by December 31, 2020. The statute also requires that the governing boards for local publicly owned electric utilities establish the same targets and that the governing boards be responsible for ensuring compliance with these targets. The CPUC will be responsible for enforcement of the RPS for retail sellers, while the CEC and CARB will enforce the requirements for local publicly owned electric utilities.

### 3.3 THRESHOLDS OF SIGNIFICANCE

#### 3.3.1 CUMULATIVE NATURE OF CLIMATE CHANGE

Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. There are currently no established thresholds for assessing whether the GHG emissions of a project in the South Central Coast Air Basin, such as the project, would be considered a cumulatively considerable contribution to global climate change; however, all

reasonable efforts should be made to minimize a project's contribution to global climate change.

While the project would result in emissions of GHGs during construction and operation, no guidance exists to indicate what level of GHG emissions would be considered substantial enough to result in a significant adverse impact on global climate. However, it is generally believed that an individual project is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory as scientific uncertainty regarding the significance a project's individual and cumulative effects on global climate change remains.

Thus, GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective (CAPCOA 2008). This approach is consistent with that recommended by the California Natural Resources Agency (CNRA), which noted in its Public Notice for the proposed CEQA amendments that the evidence before it indicates that in most cases, the impact of GHG emissions should be considered in the context of a cumulative impact, rather than a project-level impact (CNRA 2009a). Similarly, the *Final Statement of Reasons for Regulatory Action on the CEQA Amendments* confirm that an EIR or other environmental document must analyze the incremental contribution of a project to GHG levels and determine whether those emissions are cumulatively considerable (CNRA 2009b). Accordingly, further discussion of the project's GHG emissions and their impact on global climate are addressed below.

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### 3.3.2 LOCAL GUIDANCE

For land use development projects, the threshold is compliance with a qualified GHG Reduction Strategy; OR annual emissions less than 1,150 metric tons per year (MT/yr.) of CO<sub>2</sub>e; OR 4.9 MT CO<sub>2</sub>e/service population (SP)/yr. (residents + employees<sup>2</sup>). Land use development projects include residential, commercial and public land uses and facilities. GHGs from construction projects must be quantified and amortized over the life of the project. The amortized construction emissions (25 years) must be added to the annual average operational emissions.

### 3.4 ANALYSIS METHODOLOGY

CalEEMod was utilized to estimate construction emissions and operational area, mobile, and indirect (e.g., electrical generation) source emissions.

## 3.5 IMPACT ANALYSIS

### 3.5.1 GENERATION OF GHG EMISSIONS

#### 3.5.1.1 CONSTRUCTION EMISSIONS

Construction of the proposed project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. GHG emissions associated with temporary construction activity were quantified using the CalEEMod. On-site sources of GHG emissions include off-road equipment, and off-site sources include hauling and vendor trucks and worker vehicles. Emissions from on-site and off-site sources are combined for the purposes of this analysis; a breakdown of emissions by source is provided in Appendix B.

The estimated GHG emissions generated during Phase 1 project construction would be approximately 120.34 MT CO<sub>2</sub>E in 2015 and 213.85 MT CO<sub>2</sub>E in 2016. The estimated GHG emissions generated during Phase 2 project construction would be approximately 149.33 MT CO<sub>2</sub>E in 2018. The estimated GHG emissions generated during Phase 3 project construction would be approximately 87.89 MT CO<sub>2</sub>E in 2019. Estimated project-generated construction emissions annualized over 25 years would be approximately 22.97 MT CO<sub>2</sub>E in 2020, the first year of full operational buildout. Because there is no separate GHG threshold for construction, the evaluation of significance is discussed in the operational emissions analysis below.

#### 3.5.1.2 OPERATIONAL EMISSIONS

Operation of the proposed project would result in GHG emissions from (1) energy use (natural gas and generation of electricity consumed by the project), (2) vehicular traffic generated primarily by workers and delivery trucks, and (3) solid waste generation.

GHG emissions associated with project-generated daily traffic were estimated using CalEEMod and were based on the trip generation rates provided by Pinnacle Traffic Engineering; see Section 1.3.2, Project Description Operation, for details. CalEEMod default values for mobile sources was utilized consistent with the assumptions used in the air quality impact analysis (Section 2.4.2, Operational Impacts).

CalEEMod was also used to estimate emissions from the project's area and indirect (i.e., not generated on, but associated with, the project site) sources, which include energy use

(natural gas and generation of electricity consumed by the project); generation of electricity associated with water supply, treatment, and distribution and wastewater treatment; and solid waste disposal. Operation of gasoline-powered landscape maintenance equipment also produces GHG emissions, although minimal.

Annual electricity emissions were estimated using the emissions factors for PG&E, which would provide electricity for the project. Default electricity and natural gas usage factors in CalEEMod were used for proposed building operation. Default factors for water supply, wastewater treatment, and solid waste were also used to estimate GHG emissions.

The estimated operational project-generated GHG emissions from area sources (landscape maintenance), energy usage, motor vehicles, solid waste generation, water supply, and wastewater treatment, not considering the project design features or other GHG mitigation measures, in 2020 (i.e., first potential full year of project operation) are shown in Table 13, Estimated Annual Unmitigated Operational Greenhouse Gas Emissions (2020).

**Table 13. Estimated Annual Unmitigated Operational Greenhouse Gas Emissions (2020)**

	2020	2020	2020
	CalEEMod Annual Non-crush Emissions (tons/yr)	CalEEMod Crush Emissions (tons/yr)	
Area	0.0075		
Energy	477.53		
Mobile	37.30	1.50	
Waste	64.45		
Water	64.37		
Construction	22.97		
Additional Trucks		7.66	



<b>TOTAL</b>	<b>666.63</b>	<b>9.16</b>	<b>675.79</b>
CEQA Significance Threshold (Tons)			1,150
<b>Threshold Exceedance?</b>			<b>No</b>
<b>Construction (Amortized)</b>	<b>MT CO<sub>2</sub>e year</b>	<b>Divide 25 yrs.</b>	
2015	121.50	4.86	4.86
2016	213.90	8.56	13.42
2017			13.42
2018	150.48	6.02	19.44
2019	88.45	3.54	22.97
<b>Total Amortized Construction Emissions included in 2020 Operations</b>			<b>22.97</b>

1 – Based on Traffic Impact Report, Museum mobile emissions not included.

As shown in Table 13, estimated annual unmitigated project-generated emissions in 2020 from area and energy sources, mobile sources, and amortized project construction emissions would be approximately 675.79 MT CO<sub>2</sub>E per year. Vehicles traveling to and from the project land uses would be the primary source of project-generated GHG emissions. The annual emissions of CO<sub>2</sub>e are less than the SLOAPCD CEQA Significance Threshold of 1,150 MTCO<sub>2</sub>e and the impact would be less than significant.

PREPARED BY:

Dennis Larson, Principal

Nexus Planning Consultants

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MEMORANDUM

DATE: October 10, 2014  
TO: John Falkenstien, PE  
City of Paso Robles  
FROM: Robert Miller, PE  
SUBJECT: San Antonio Winery  
Storm Water Quality Management Plan



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Wallace Group has been retained to provide a Storm Water Quality Management Plan (Plan) for the above-referenced project. The purpose of this technical memorandum is to specify the site planning principals and post-construction Best Management Practices (BMP's) that have been selected. The impervious areas that are contemplated at build out to accommodate the proposed use are summarized below:

- Roof area: 2.8 acres
- Flat work, including impervious roadway: 1.1 acre
- Total impervious area: 3.9 acres

The project will be subject to Low Impact Development requirements, including retention of the 95<sup>th</sup> Percentile storm event. Based on published rainfall contours, the required water quality volume can be calculated as follows:

- 95<sup>th</sup> Percentile storm event depth (interpolated): 1.43"
- Required minimum volume to percolated within 48 hours: **20,300 cubic feet**

The project site includes the following characteristics that are relevant to the selected storm water quality approach:

- The site slopes gently to the northwest, and therefore lends itself to surficial bioswales and bioretention along the building edges. The structural BMP's can be readily coordinated with the site landscape concept.
- Soils conditions are free-draining and favorable for storm water percolation, with an average infiltration rate of approximately 10" per hour, or 20 ft per day (see attached LID testing report by Geosolutions).
- Linear parking areas create feasible zones for pervious surfaces (pavers, pervious concrete, or equal)

Sheet C1.0 displays the grading and drainage concept for the project. Where feasible, impervious areas will be minimized in parking stalls through the use of pervious concrete, pavers, or other equivalent material. Bioswales will be positioned as indicated for water quality enhancement prior to final infiltration, with a total estimated bioswale length of 700 feet. A terminal retention area with a safe

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**Attachment 5**  
Storm Water Mgt. Plan  
PD 14-005  
(San Antonio Winery - Golden Hill Rd.)



overflow will be located at the northwest corner of the property as shown. Based on the tested infiltration rate and the required retention volume, the minimum surface area for this infiltration area can be estimated as follows:

**CASQA equation (CASQA TC-11 Infiltration Basin):**

$$A=WQV/kt$$

Where:      A = basin invert area, SF (square feet)  
              WQV = water quality volume, cubic feet  
              k = ½ the lowest field-measured hydraulic conductivity, feet per hour  
              t = drawdown time (48 hours per CASQA)

Based on the soils testing performed in the infiltration area (see borings I-3A and I-3B), the lowest infiltration rate is 1 ft per hour, and therefore k = 0.5 ft/hour. Using the above equation, A (min) = 846 sq ft, and based on the preliminary design, 1,300 sq ft will be provided.

Please let me know if you have any questions, or if you need more information.



## GeoSolutions, Inc.

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July 30, 2014  
Project No. SL08971-1

Attn: Anthony Riboli  
San Antonio Winery, Inc.  
737 Lamar Street  
Los Angeles, California 90031

**Subject: Infiltration Testing Report (LID Infiltration Testing)**  
Parcels 1 and 2 Golden Hill Road at Wisteria Lane  
APNs: 025-421-028 and -029, Paso Robles, California

Dear Mr. Riboli:

### INTRODUCTION

GeoSolutions, Inc. performed infiltration testing on July 24, 2014 for the storm water infiltration systems for the proposed commercial development to be located at Parcels 1 and 2 Golden Hill Road at Wisteria Lane, APNs: 025-421-028 and 029, Paso Robles, California. See Figure 1: Site Location Map. The property will hereafter be referred to as the "Site".

Parcels 1 and 2 Golden Hill Road is located at 35.65112 degrees north latitude and 120.65731 degrees west longitude at a general elevation of 800 feet above mean sea level. The property is approximately rectangular in shape and 5.17 acres in size. The nearest intersection is where Golden Hill Road intersects Wisteria Lane at the southwest corner of the property.



Figure 1: Site Location Map

The topography of the Site is relatively flat with a gentle gradient that slopes down towards the southwest. Surface drainage follows the topography to the southwest.

### FIELD EXPLORATION

On July 24, 2014, eight 4-inch diameter infiltration test borings were drilled, four to an approximate depth of 3.0 feet below ground surface (bgs) and four to an approximate depth of 5.0 feet bgs. One-inch diameter slotted PVC pipe was placed in the test borings and annular space was filled with clean pea gravel. Groundwater and/or impermeable strata were not encountered in any of the borings.

The following field soil classifications for the borings are in accordance with the Unified Soils Classification System (USCS). Generally, sub-surface soils consist of pale brown silty CLAY (CL) encountered to termination of the borings. Please refer to the attached infiltration boring logs for detailed soil profiles.

**INFILTRATION TESTING**

Infiltration testing consisted of placing approximately 12 inches of water in each pre-soaked boring and measuring the depth to the water after a determined period of time of 10 minutes. Testing was terminated after an elapsed time of 240 minutes. The infiltration rates were calculated by dividing the time period of the last reading obtained by the recorded water elevation drop; the results were then converted to inches per hour. Stabilized infiltration test results are presented below in Table 1.

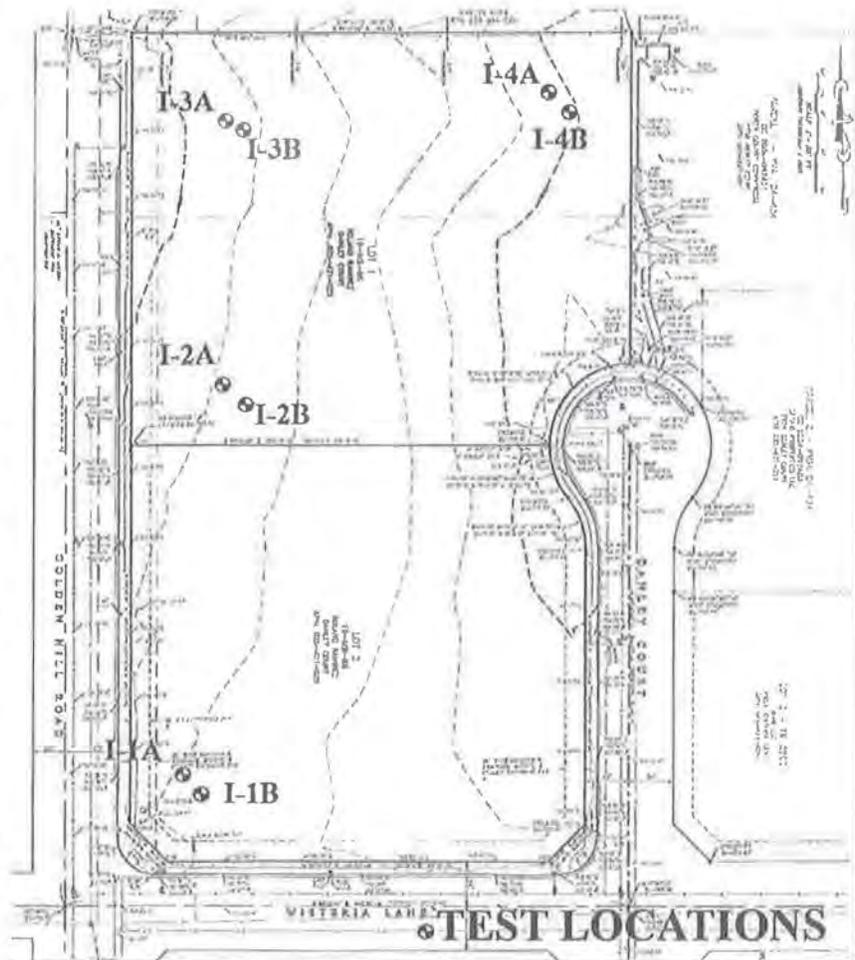


Figure 2: Site Plan

Table 1: Infiltration Test Results

Date Tested	Test Set #	Test Location	Depth (feet)	Infiltration Rate (inches per hour)
July 24, 2014	Set 1	I-1A	2.5	12
		I-1B	5.0	12
	Set 2	I-2A	2.5	8
		I-2B	5.0	8
	Set 3	I-3A	2.5	12
		I-3B	5.0	12
	Set 4	I-4A	2.5	12
		I-4B	5.0	12

**CONCLUSIONS**

The stabilized infiltration rates for the tested areas are listed in Table 1. The test results for Set 1 through Set 4 indicated that infiltration rates of the surface material can be categorized for hydrologic purposes utilizing the Hydrologic Soil Group (HSG) classification of A; loamy sand, sandy loam, or silt loam. This classification is

based on a surface infiltration rates that are greater than 5.67 inches per hour. **These test results indicate a high rate of infiltration.**

**LIMITATIONS**

The test results only indicate the infiltration rate at the specific locations tested. It is the responsibility of the designer to exercise sound engineering judgment in evaluating the test results for other locations or conditions. Subsurface exploration of any site is not necessarily confined to selected location and conditions may, and often do, vary between and around these locations. If varied conditions are encountered during installation of drainage improvements, additional exploration and testing may be required. If the installer should discover field conditions that are different from those described in this report, then GeoSolutions, Inc. should be notified immediately for further evaluation.

Thank you for the opportunity to have been of service for infiltration testing and reporting. If you have any questions or require additional assistance, please feel free to contact the undersigned at (805) 543-8539.

Sincerely,  
GeoSolutions, Inc.

  
Kraig R. Crozier, PE  
Principal, C61361



Attachments: Infiltration Boring Logs

\\nas-cl-df-18\SL08500-SL08999\SL08971-1 Parcels 1 and 2 Golden Hill at Wisteria\Environment\SL08971-1 Parcels 1 & 2 Golden Hill LID Percolation Rpt.doc



# GeoSolutions, Inc.

220 High Street  
San Luis Obispo, CA 93401

## PIEZOMETER LOG

BORING NO. **I - 1A**

JOB NO. **SL08971-1**

### PROJECT INFORMATION

PROJECT: **Parcels 1 and 2 Golden Hill Road**  
 DRILLING LOCATION: **See Figure 2, Site Plan**  
 DATE DRILLED: **July 24, 2014**  
 LOGGED BY: **GV**

### DRILLING INFORMATION

DRILL RIG: **Mobile B-24**  
 HOLE DIAMETER **4 Inches**  
 SAMPLING METHOD **None**  
 HOLE ELEVATION: **Not Recorded**

▼ Depth of Groundwater: **Not Encountered**

Boring Terminated At: **3.0 feet**

Page 1 of 8

DEPTH	SOIL DESCRIPTION	USCS	LITHOLOGY	ANNULAR MATERIAL DESCRIPTION	WELL CASING MATERIAL DESCRIPTION	WELL CROSS-SECTION
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0	SILTY CLAY: pale brown	CL		PEA GRAVEL		
-1						
-2						
-3						
-4						
-5						
-6						
-7						
-8						
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-14						
-15						
-16						
-17						
-18						
-19						
-20						



# GeoSolutions, Inc.

220 High Street  
San Luis Obispo, CA 93401

## PIEZOMETER LOG

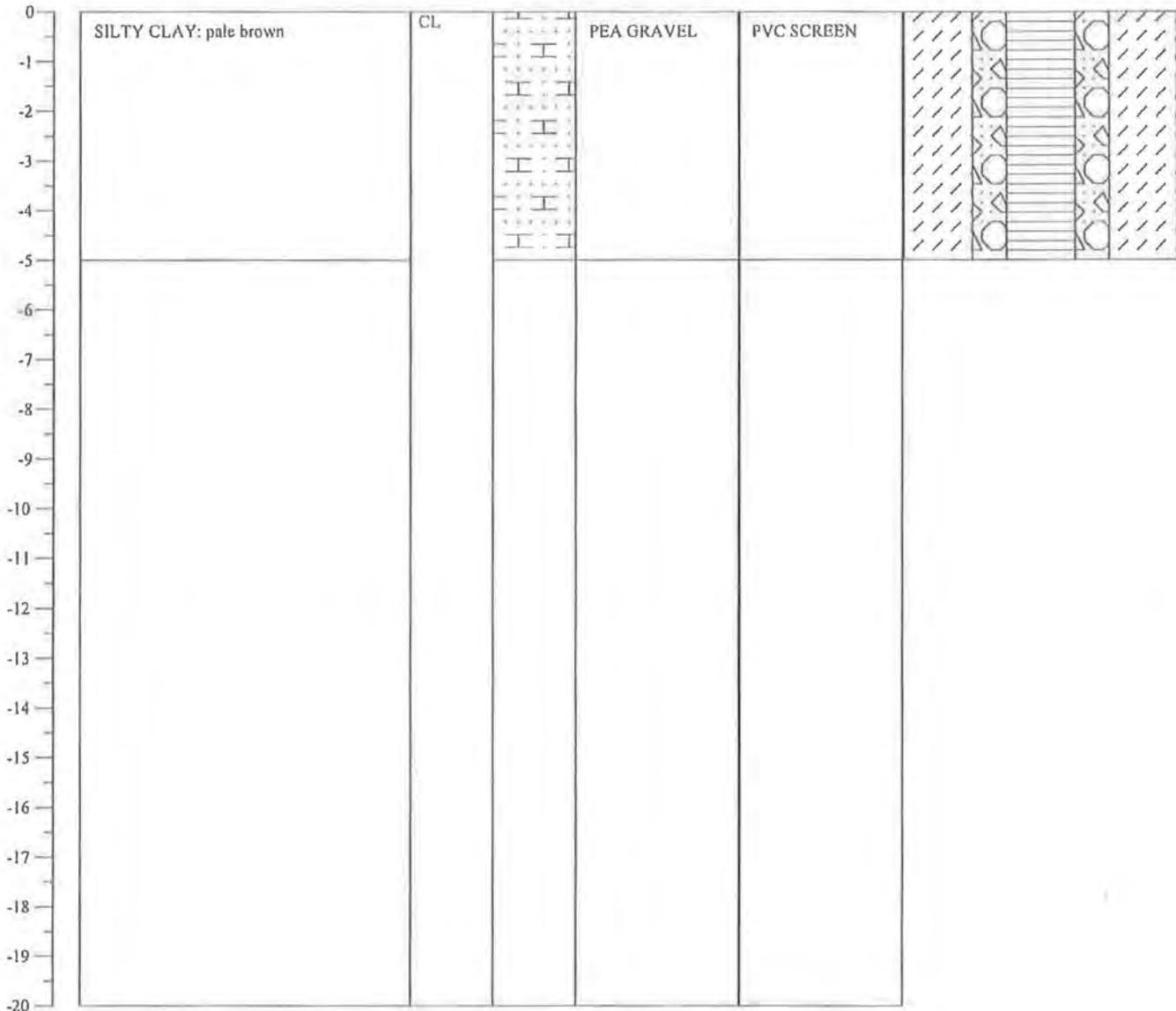
BORING NO. **I - 1B**

JOB NO. **SL08971-1**

PROJECT INFORMATION		DRILLING INFORMATION	
PROJECT:	Parcels 1 and 2 Golden Hill Road	DRILL RIG:	Mobile B-24
DRILLING LOCATION:	See Figure 2, Site Plan	HOLE DIAMETER:	4 Inches
DATE DRILLED:	July 24, 2014	SAMPLING METHOD:	None
LOGGED BY:	GV	HOLE ELEVATION:	Not Recorded

▼ Depth of Groundwater: Not Encountered      Boring Terminated At: 5.0 feet      Page 2 of 8

DEPTH	SOIL DESCRIPTION	USCS	LITHOLOGY	ANNULAR MATERIAL DESCRIPTION	WELL CASING MATERIAL DESCRIPTION	WELL CROSS-SECTION
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# GeoSolutions, Inc.

220 High Street  
San Luis Obispo, CA 93401

## PIEZOMETER LOG

BORING NO. **I - 2A**

JOB NO. **SL08971-1**

### PROJECT INFORMATION

PROJECT: **Parcels 1 and 2 Golden Hill Road**  
 DRILLING LOCATION: **See Figure 2, Site Plan**  
 DATE DRILLED: **July 24, 2014**  
 LOGGED BY: **GV**

### DRILLING INFORMATION

DRILL RIG: **Mobile B-24**  
 HOLE DIAMETER: **4 Inches**  
 SAMPLING METHOD: **None**  
 HOLE ELEVATION: **Not Recorded**

☒ Depth of Groundwater: **Not Encountered**

Boring Terminated At: **3.0 feet**

Page 3 of 8

DEPTH	SOIL DESCRIPTION	USCS	LITHOLOGY	ANNULAR MATERIAL DESCRIPTION	WELL CASING MATERIAL DESCRIPTION	WELL CROSS-SECTION
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0	SILTY CLAY: pale brown	CL		PEA GRAVEL		
-1						
-2						
-3						
-4						
-5						
-6						
-7						
-8						
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-16						
-17						
-18						
-19						
-20						



# GeoSolutions, Inc.

220 High Street  
San Luis Obispo, CA 93401

## PIEZOMETER LOG

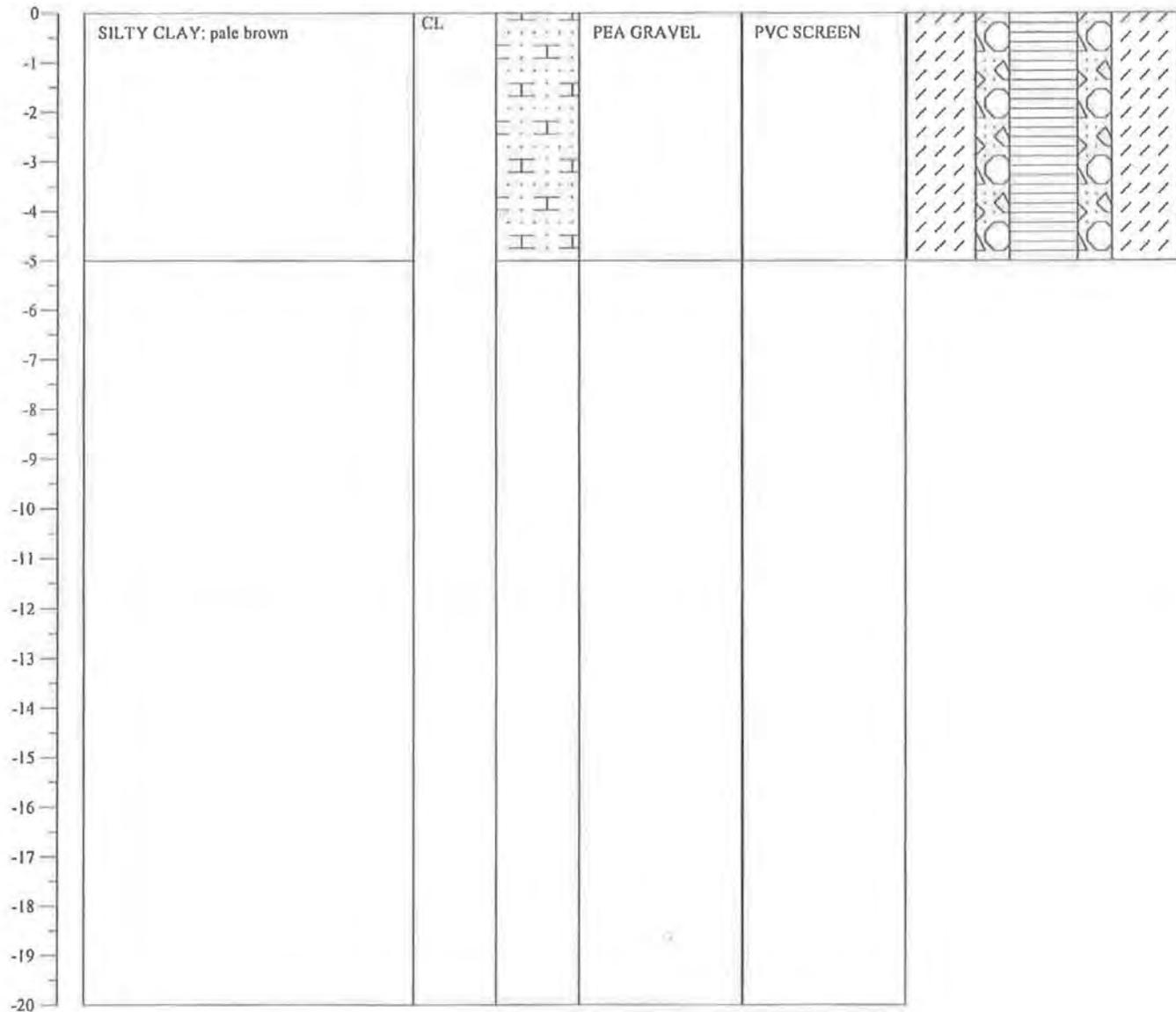
BORING NO. **I - 2B**

JOB NO. **SL08971-1**

PROJECT INFORMATION		DRILLING INFORMATION	
PROJECT:	Parcels 1 and 2 Golden Hill Road	DRILL RIG:	Mobile B-24
DRILLING LOCATION:	See Figure 2, Site Plan	HOLE DIAMETER:	4 Inches
DATE DRILLED:	July 24, 2014	SAMPLING METHOD:	None
LOGGED BY:	GV	HOLE ELEVATION:	Not Recorded

▼ Depth of Groundwater: Not Encountered      Boring Terminated At: 5.0 feet      Page 4 of 8

DEPTH	SOIL DESCRIPTION	USCS	LITHOLOGY	ANNULAR MATERIAL DESCRIPTION	WELL CASING MATERIAL DESCRIPTION	WELL CROSS-SECTION
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# GeoSolutions, Inc.

220 High Street  
San Luis Obispo, CA 93401

## PIEZOMETER LOG

BORING NO. **I - 3A**

JOB NO. **SL08971-1**

### PROJECT INFORMATION

PROJECT: **Parcels 1 and 2 Golden Hill Road**  
 DRILLING LOCATION: **See Figure 2, Site Plan**  
 DATE DRILLED: **July 24, 2014**  
 LOGGED BY: **GV**

### DRILLING INFORMATION

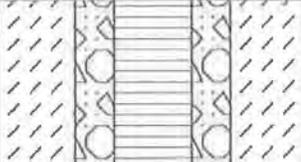
DRILL RIG: **Mobile B-24**  
 HOLE DIAMETER: **4 Inches**  
 SAMPLING METHOD: **None**  
 HOLE ELEVATION: **Not Recorded**

▼ Depth of Groundwater: **Not Encountered**

Boring Terminated At: **3.0 feet**

Page 5 of 8

DEPTH	SOIL DESCRIPTION	USCS	LITHOLOGY	ANNULAR MATERIAL DESCRIPTION	WELL CASING MATERIAL DESCRIPTION	WELL CROSS-SECTION
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0	SILTY CLAY: pale brown	CL		PEA GRAVEL	PVC SCREEN	
-1						
-2						
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-5						
-6						
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-16						
-17						
-18						
-19						
-20						



# GeoSolutions, Inc.

220 High Street  
San Luis Obispo, CA 93401

## PIEZOMETER LOG

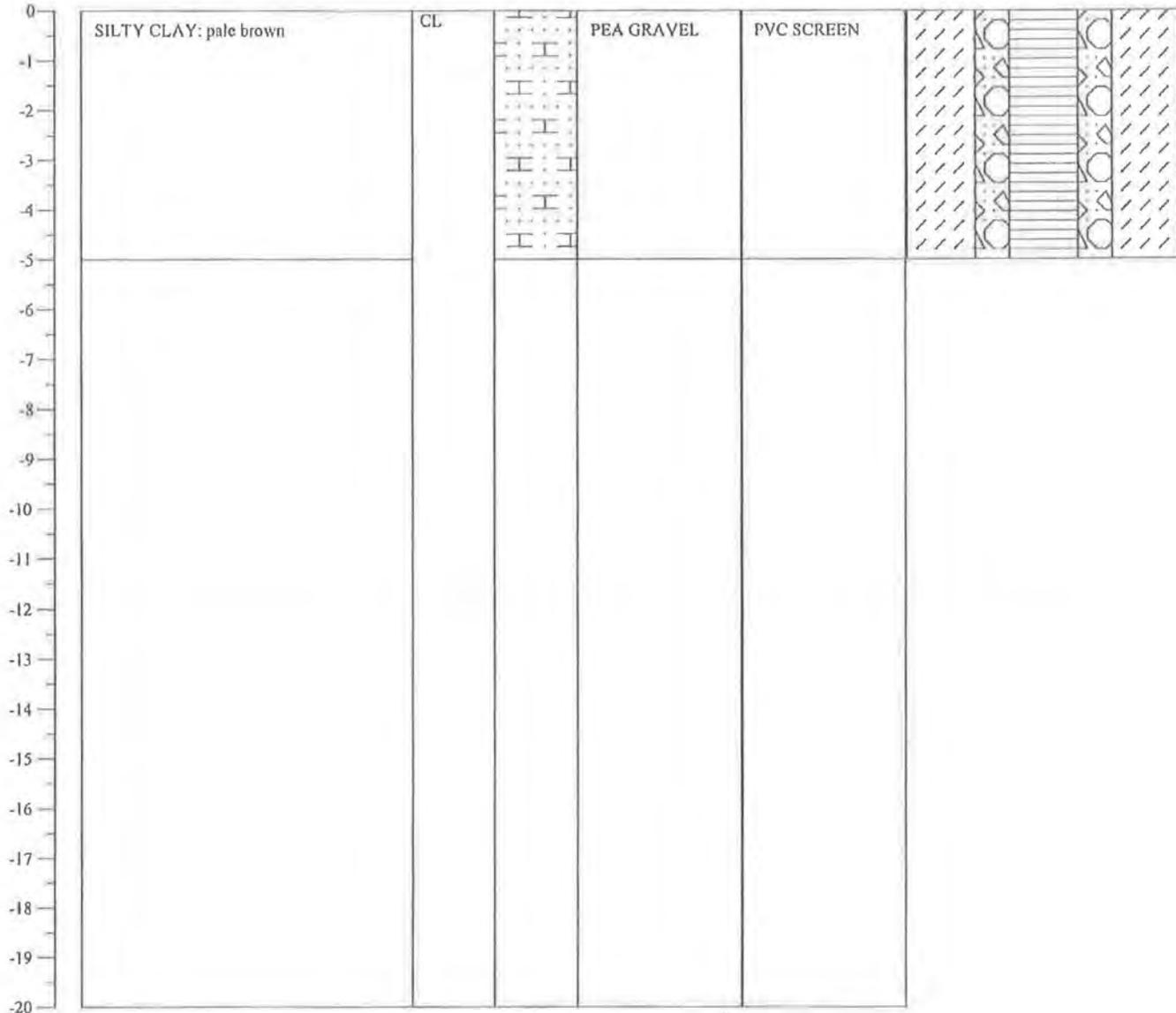
BORING NO. **I - 3B**

JOB NO. **SL08971-1**

PROJECT INFORMATION		DRILLING INFORMATION	
PROJECT:	Parcels 1 and 2 Golden Hill Road	DRILL RIG:	Mobile B-24
DRILLING LOCATION:	See Figure 2, Site Plan	HOLE DIAMETER:	4 Inches
DATE DRILLED:	July 24, 2014	SAMPLING METHOD:	None
LOGGED BY:	GV	HOLE ELEVATION:	Not Recorded

▼ Depth of Groundwater: Not Encountered      Boring Terminated At: 5.0 feet      Page 6 of 8

DEPTH	SOIL DESCRIPTION	USCS	LITHOLOGY	ANNULAR MATERIAL DESCRIPTION	WELL CASING MATERIAL DESCRIPTION	WELL CROSS-SECTION
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# GeoSolutions, Inc.

220 High Street  
San Luis Obispo, CA 93401

## PIEZOMETER LOG

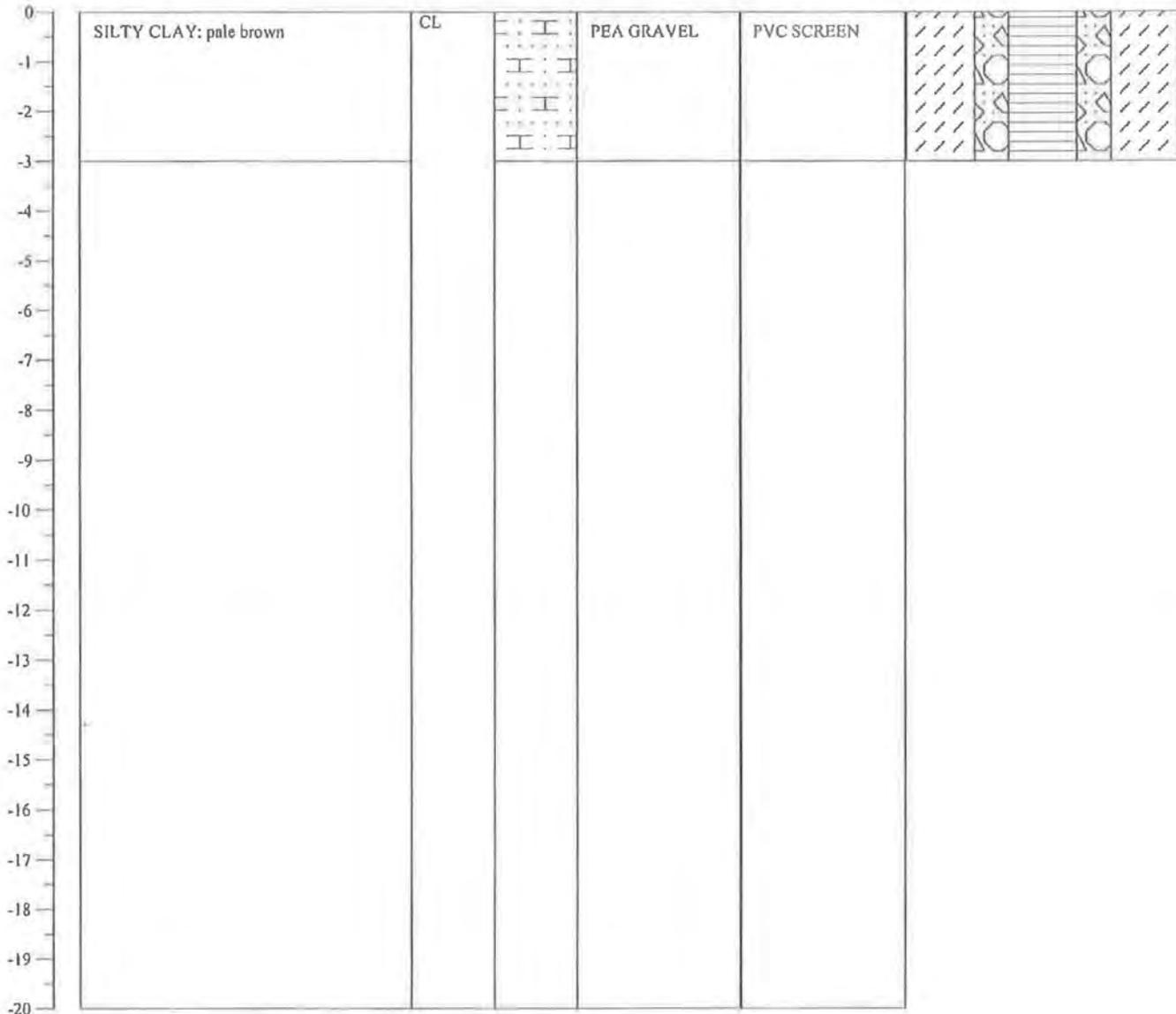
BORING NO. **I - 4A**

JOB NO. **SL08971-1**

PROJECT INFORMATION		DRILLING INFORMATION	
PROJECT:	Parcels 1 and 2 Golden Hill Road	DRILL RIG:	Mobile B-24
DRILLING LOCATION:	See Figure 2, Site Plan	HOLE DIAMETER:	4 Inches
DATE DRILLED:	July 24, 2014	SAMPLING METHOD:	None
LOGGED BY:	GV	HOLE ELEVATION:	Not Recorded

▼ Depth of Groundwater: Not Encountered      Boring Terminated At: 3.0 feet      Page 7 of 8

DEPTH	SOIL DESCRIPTION	USCS	LITHOLOGY	ANNULAR MATERIAL DESCRIPTION	WELL CASING MATERIAL DESCRIPTION	WELL CROSS-SECTION
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# GeoSolutions, Inc.

220 High Street  
San Luis Obispo, CA 93401

## PIEZOMETER LOG

BORING NO. **I - 4B**

JOB NO. **SL08971-1**

### PROJECT INFORMATION

PROJECT: **Parcels 1 and 2 Golden Hill Road**  
 DRILLING LOCATION: **See Figure 2, Site Plan**  
 DATE DRILLED: **July 24, 2014**  
 LOGGED BY: **GV**

### DRILLING INFORMATION

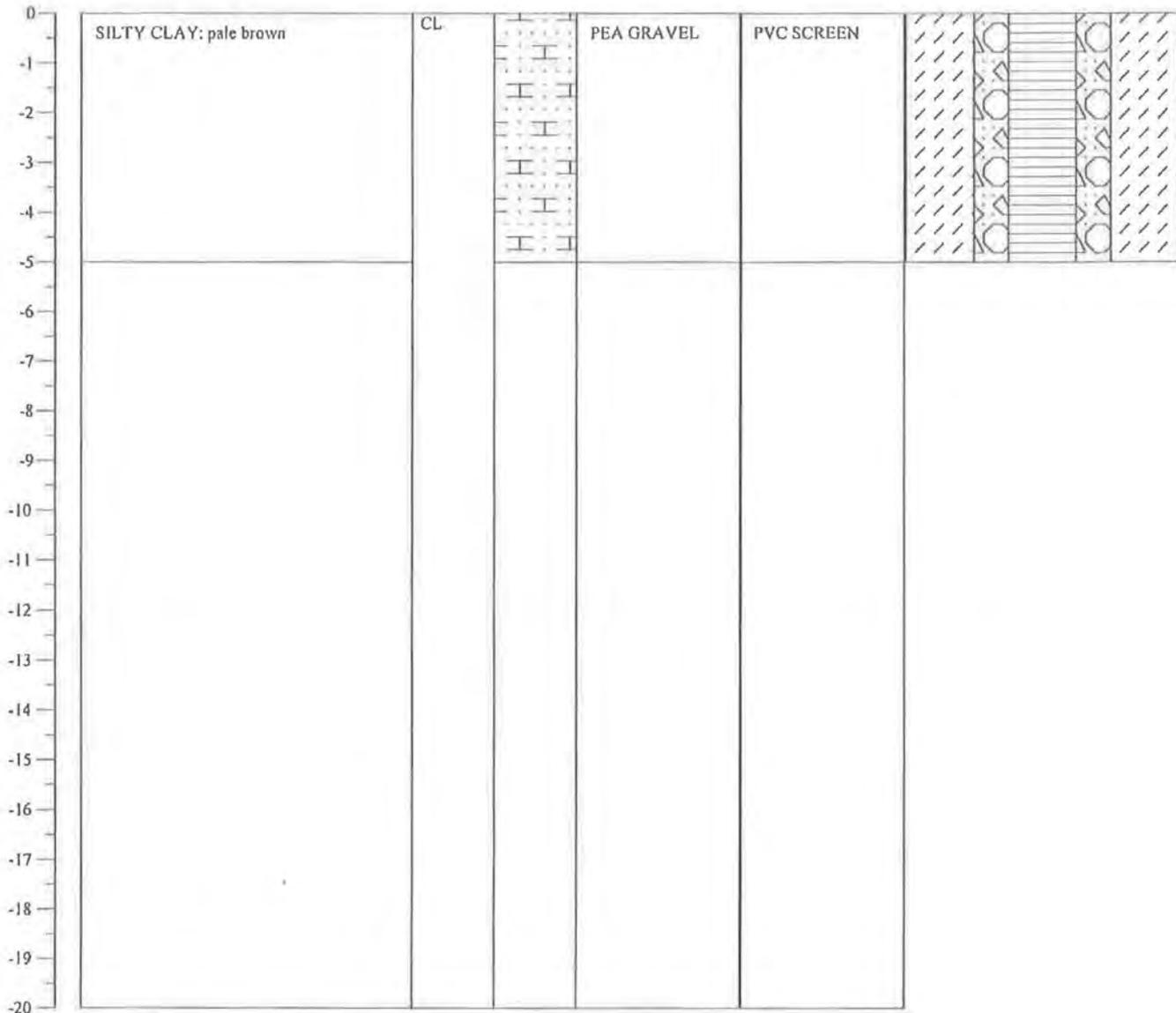
DRILL RIG: **Mobile B-24**  
 HOLE DIAMETER: **4 Inches**  
 SAMPLING METHOD: **None**  
 HOLE ELEVATION: **Not Recorded**

▼ Depth of Groundwater: **Not Encountered**

Boring Terminated At: **5.0 feet**

Page 8 of 8

DEPTH	SOIL DESCRIPTION	USCS	LITHOLOGY	ANNULAR MATERIAL DESCRIPTION	WELL CASING MATERIAL DESCRIPTION	WELL CROSS-SECTION
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RECEIVED  
NOV 20 2014  
City of Paso Robles  
Community Development Dept.



OEG Ref 14-901

November 18, 2014

Steve Riboli  
San Antonio Winery, LLC  
737 Lamar Street  
Los Angeles, CA 90031

Subject: Trip Generation Letter – San Antonio Winery

Dear Mr. Riboli:

Orosz Engineering Group, Inc. (OEG) has prepared the following letter report for a trip generation letter for the subject project. Based on the project description, the City of Paso Robles has requested that a trip generation letter be provided for the project to identify the number of estimated project related trips that could be expected to be created by the proposed project.

**Project Description**

The San Antonio Winery is proposed to be developed in three phases. Each project phase includes a combination of production/administrative uses/laboratory uses and storage. The development proposed in each project phase is summarized below:

	Production/Admin/Lab	Storage
Phase 1	39,973 SF	22,243 SF
Phase 2	25,597 SF	10,898 SF
Phase 3	13,759 SF	11,838 SF

**Project Trip Generation**

To estimate the potential trip generation for this project, the Institute of Transportation Engineers (ITE), Trip Generation: An informational report, 9<sup>th</sup> Edition was used. The production, administration, and lab areas were assumed to function as a Light Industrial Uses from the ITE trip generation reference consistent with other winery trip generation analyses conducted in the County of San Luis Obispo. For the storage use areas of the winery, a warehouse trip generation rate was used.

The project trip generation is summarized in Table 1, attached to the rear of this report. In total, the project is expected to generate a total of 719 Average Daily Traffic (ADT) including 93 PM Peak Hour Trips (PM PHT). The project trip generation is summarized by development phase below:

	ADT	PM PHT
Phase 1	364	47
Phase 2	217	29
Phase 3	138	17

Steve Riboli  
San Antonio Winery, LLC  
November 18, 2014  
Page 2

Should you have any questions, feel free to contact us. OEG, Inc. thanks you for the opportunity to meet your needs on this exciting project.

Sincerely,

*Stephen A. Orosz*

Stephen A. Orosz, P.E.  
Orosz Engineering Group, Inc.

Enclosure

Table 1  
Development Summary and Trip Generation  
San Antonio Winery

	Production/Admin/Lab (Lt. Ind)	Storage (warehouse)	Residential Use (Apartment)
<b>Phase 1</b>	18,897 SF	22,243 SF	
	12,003 SF		
	3,179 SF		
	1850 SF		
	1295 SF		
	1089 SF		
	886 SF		
	522 SF		
	252 SF		
Subtotal	39,973 SF	22,243 SF	
Daily Trips	279	79	6
PHT Trips	39	7	1

<b>Phase 2</b>	11,230 SF	10,968 SF
	14,367 SF	
Subtotal	25,597 SF	10,968 SF
Daily Trips	178	39
PHT Trips	25	4

<b>Phase 3</b>	4,987 SF	11,838 SF
	8,772 SF	
Subtotal	13,759 SF	11,838 SF
Daily Trips	96	42
PHT Trips	13	4

No Tasting Room  
No Special Events

	PM PHT Rate	ADT Rate
Lt. Ind	0.97	6.97
Warehouse	0.32	3.56

## **San Antonio Winery Mitigation Measure Summary – Attachment 7**

- N-1: Hours of operation of the loading dock, if located on the Golden Hill side or north side of the building shall be limited to 7am to 8pm including during harvest.
  
- T-1: Prior to the submittal of project plans to the building department for a building permit for Phase I, a plan shall be provided for City Engineer review and approval that shows how the improvements for Golden Hill Road can be designed and constructed to separate backing trucks accessing the loading dock from the Golden Hill Road main line traffic, bikes and pedestrians. If this cannot be done to the satisfaction of the City Engineer, the docks would need to be placed on the north or east side of the building.

