



VIA EMAIL ONLY

January 23, 2023

Darcy Delgado
Paso Robles Community Development Department
1000 Spring St.
Paso Robles, CA 93446

SUBJECT: APCD Comments Regarding the Proposed Stravinski-Daou Wine
Warehouse and Production Facilities (PD22-04, PD22-09, and PR22-0022)

Dear Darcy Delgado:

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the proposed project located at 5175 Airport Road in Paso Robles by the Stravinski Development Group (SDG) and Daou Vineyards.

The project consists of subdividing an approximately 19.75-acre property into two parcels, roughly equal in size at 9.87-acres each, built in two phases consecutively over six months. The majority of the property is undeveloped, with a single-family residence, barn, water tank, and a secondary housing structure clustered in the northeast portion, closest to Airport Road. Phase 1 proposes to construct an approximately 194,304 square foot warehouse building for refrigerated wine storage, distribution, and fulfillment center. No public tasting rooms, event centers, retail operations or public use are proposed.

Phase 2 would accommodate the Daou Vineyards project that proposes to construct an approximately 157,000 square foot wine production facility. The interior uses include barrel storage, bottling/packaging areas, warehousing, and fermentation areas. The exterior uses include a crush pad, mechanical yards, and wastewater treatment area (26,000 square feet). The road would be widened adjacent to Airport Road where the proposed parking area (64,000 square feet) would have 160 parking spots.

The following comments are formatted into 3 sections. The **(1) General Comments** section states information pertinent to the applicant, lead agency, and/or public. The **(2) Air Quality** and **(3) Greenhouse Gas Emissions** sections may state mitigation measures and/or rules and requirements which the APCD recommends be set as conditions of approval for the project.

The **applicant** or **agent** should contact the APCD Engineering & Compliance Division about permitting requirements stated in the **(1) General Comments** section. The **lead agency** may contact the APCD Planning Division for questions and comments related to proposed conditions of approval in the **(2) Air Quality** and **(3) Greenhouse Gas Emission** sections. Both Divisions can be reached at 805-781-5912.

Please Note: The APCD recently updated the [Land Use and CEQA Webpage](#) on the [slocleanair.org](#) website. The information on the webpage displays the most up-to-date guidance from the SLO County APCD, including the [2021 Interim CEQA Greenhouse Gas Guidance](#), [Quick Guide for Construction Mitigation Measures](#) and [Quick Guide for Operational Mitigation Measures](#).

(1) General Comments

Nuisance Odors from Wineries

Wine production facilities can generate nuisance odors during various steps of the process. Proven methods for handling wastewater discharge and grape skin waste need to be incorporated into the winery practices to reduce off-site odor. Odor complaints could result in a violation of the SLO County [APCD Rule 402, Nuisance](#).

Developmental Burning

[APCD Rule 501](#) prohibits developmental burning of vegetative material within San Luis Obispo County.

Construction Permit Requirements

Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require a California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements but should not be viewed as exclusive:

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generators;
- Internal combustion engines; and
- Tub grinders.

For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's [CEQA Air Quality Handbook](#) (April 2012).

Operational Permit Requirements

Based on the information provided, we are unsure of the types of equipment that may be present at the site. Operational sources may require APCD permits. The following list is provided as a guide to equipment and operations that may have permitting requirements but should not be viewed as exclusive:

- New wineries or expanding wineries with the capacity of 26,000 gallons (10,000 cases at twelve 750 milliliter bottles per case) year or more require a Permit to Operate for fermentation and storage of wine;

- Portable generators and equipment with engines that are 50 hp or greater;
- Any stationary or portable agricultural engine over 50 hp
- Electrical generation plants or the use of standby generators;
- Boilers;
- Small scale manufacturing;
- Internal combustion engines; and
- Cogeneration facilities.

For a more detailed listing, refer to the Technical Appendix, page 4-4, in the APCD's [CEQA Air Quality Handbook](#) (April 2012).

(2) Air Quality

CONSTRUCTION PHASE

Construction Phase Impacts - Below Threshold(s)

The project proponent evaluated the construction impacts of this project using the most recent CalEEMod computer model. The modeling results indicate that the construction phase impacts will likely be less than the APCD's significance threshold values identified in Table 2-1 of the [CEQA Air Quality Handbook](#) (April 2012).

Therefore, besides the requirements below, the APCD is not recommending construction mitigation measures for this project.

Fugitive Dust Mitigation Measures: Expanded List

Construction activities can generate fugitive dust, which could be a nuisance to residents and businesses in close proximity to the proposed construction site. Projects with grading areas more than 4 acres and/or within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to manage fugitive dust emissions such that they do not exceed the APCD 20% opacity limit ([APCD Rule 401](#)) and minimize nuisance ([APCD Rule 402](#)) impacts:

- a. Reduce the amount of the disturbed area where possible.
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. When drought conditions exist and water use is a concern, the contractor or builder should consider use of a dust suppressant that is effective for the specific site conditions to reduce the amount of water used for dust control. Please refer to the following link from the San Joaquin Valley Air District for a list of potential dust suppressants: [Products Available for Controlling Dust](#).
- c. All stockpiled dirt should be sprayed daily and covered with tarps or other dust barriers as needed.
- d. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding, soil binders or other dust controls are used.

- e. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) or otherwise comply with California Vehicle Code (CVC) Section 23114.
- f. "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified.
- g. All fugitive dust mitigation measures shall be shown on grading and building plans.
- h. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork, or demolition (Contact the Compliance Division at 805-781-5912).
- i. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities.
- j. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.
- k. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.
- l. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- m. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water where feasible. Roads shall be pre-wetted prior to sweeping when feasible.
- n. Take additional measures as needed to ensure dust from the project site is not impacting areas outside the project boundary.

OPERATIONAL PHASE

Operational Phase Impacts - Exceeds Threshold

Based on the project proponent's operational phase emission estimates using the most recent CalEEMod computer model, the operational phase emissions, not including the fermentation process, would likely exceed the APCD's daily operational phase ozone precursor emission threshold identified in Table 3-2 of the CEQA Air Quality Handbook. With the implementation of Mitigation Measures AQ-3 and AQ-4, the excess ozone precursor impacts are adequately address per Table 3-5

of the APCD CEQA Air Quality Handbook. Emissions associated with the fermentation process will be addressed separately in the APCD permitting process.

(3) Greenhouse Gas Emissions

The project proponent evaluated the greenhouse gas (GHG) impacts of this project using the most recent CalEEMod computer model with the results included in Table 19 and 20 on Attachment 5 of the Initial Study and Mitigated Negative Declaration (IS/MND). The 2030 operational GHG emissions for the proposed project, including amortized construction GHGs, but not including the fermentation process, would total approximately 1,358 metric tonnes carbon dioxide equivalents per year (MT CO₂e/yr). A majority of the operational GHG emissions would be associated with motor vehicle and energy use. In Table 20 of the IS/MND, these total emissions are evaluated relative to the service population (SP) of the project, resulting in a value of 2.8 MTCO₂e/SP. The project proponent developed a city 2030 GHG efficiency threshold using a GHG inventory from Paso Robles Climate Action Plan, the state's 2030 GHG reduction target, and the city's anticipated 2030 population and employment numbers. The project developed significance threshold is 1.9 MTCO₂e/SP. The project's GHG impacts exceed this threshold and project life-time GHG impacts should be mitigated.

In 2021, SLO County APCD issued an [Interim CEQA GHG Guidance document](#). This guidance provided a hierarchy of GHG mitigation measures to reduce lifetime GHG impacts for new developments. APCD deems Mitigation Measure (MM) GHG-1 and 2 to be consistent with the interim guidance. Their implementation will mitigate the project's GHG impacts to a level of insignificance. Please contact APCD for a list of local and regional GHG reduction projects that are consistent with the hierarchy and that can be used to meet some of the project's GHG reduction needs. Once the GHG mitigation has been accepted by the city and APCD, please implement the mitigation and provide proof to the city and APCD that MMs GHG-1 and 2 have been fully implemented.

The IS/MND compared the GHG emissions from the future APCD permitted fermentation process (934 MTCO₂e/yr) to the APCD's stationary source GHG threshold of 10,000 MTCO₂e/yr. GHG emissions from the project's fermentation process are considered by APCD to be less than significant.

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 805-781-5912.

Sincerely,



Ashley Goldlist
Air Quality Specialist

ASG/arr

cc: Neil Thompson
Dora Drexler, Engineering & Compliance, APCD



Yana Garcia
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

January 23, 2023

Ms. Darcy Delgado
City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446
DDelgado@prcity.com

MITIGATED NEGATIVE DECLARATION FOR STRAVINSKI-DAOU DEVELOPMENTS
– DATED DECEMBER 2022 (STATE CLEARINGHOUSE NUMBER: 2022120593)

Dear Ms. Delgado:

The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration (MND) for the Stravinski-Daou Developments (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, presence of site buildings that may require demolition or modifications, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the MND:

1. The MND references the listing compiled in accordance with California Government Code Section 65962.5, commonly known as the Cortese List. Not all sites impacted by hazardous waste or hazardous substances will be found on the Cortese List. DTSC recommends that the Hazards and Hazardous Materials section of the MND address actions to be taken for any sites impacted by hazardous waste or hazardous substances within the Project area, not just those found on the Cortese List. DTSC recommends consulting with other agencies that may provide oversight to hazardous waste facilities or sites impacted with hazardous substances in order to determine a comprehensive listing of all sites impacted by hazardous waste or substances within the Project area. DTSC hazardous waste facilities and sites with known or suspected contamination

issues can be found on DTSC's [EnviroStor](#) data management system. The [EnviroStor Map](#) feature can be used to locate hazardous waste facilities and sites with known or suspected contamination issues for a county, city, or a specific address.

2. A State of California environmental regulatory agency such as DTSC, a Regional Water Quality Control Board (RWQCB), or a local agency that meets the requirements of [Health and Safety Code section 101480](#) should provide regulatory concurrence that the Project site is safe for construction and the proposed use.
3. The MND should acknowledge the potential for historic or future activities on or near the Project site to result in the release of hazardous wastes/substances on the Project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The MND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.
4. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 [Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers](#).
5. If any projects initiated as part of the proposed Project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 [Information Advisory Clean Imported Fill Material](#).
6. If any sites included as part of the proposed Project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 [Interim Guidance for Sampling Agricultural Properties \(Third Revision\)](#).

DTSC appreciates the opportunity to comment on the MND. Should you need any assistance with an environmental investigation, please visit DTSC's [Site Mitigation and Restoration Program](#) page to apply for lead agency oversight. Additional information regarding voluntary agreements with DTSC can be found at [DTSC's Brownfield website](#).

If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Gavin McCreary". The signature is written in a cursive style and is positioned above a thin horizontal line.

Gavin McCreary, M.S.
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

California Department of Transportation

CALTRANS DISTRICT 5
50 HIGUERA STREET | SAN LUIS OBISPO, CA 93401-5415
(805) 549-3101 | FAX (805) 549-3329 TTY 711
www.dot.ca.gov



January 23, 2023

SCH# 2022120593
SLO SR46E PM32.14

Darcy Delgado, Associate Planner
City of Paso Robles
Community Development Department
1000 Spring Street
Paso Robles, CA 93446

COMMENTS TO THE MITIGATED NEGATIVE DECLARATION (MND) FOR THE STRAVINSKI-
DAOU DEVELOPMENTS PROJECT

Dear Darcy Delgado:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the MND for the Stravinski – Daou Developments Project. The project proposes to construct two separate warehouse facilities (approximately 196,000 & 157,000 square feet) to be used for the storage, processing, and distribution of wine. At this time, we offer the following comments in response to the MND:

Caltrans supports development that is consistent with State and Federal planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local agencies to achieve a shared vision of how the transportation system can and should accommodate interregional and local travel and development. Caltrans believes that continued coordination with your agency is imperative to achieve overall network connectivity.

We appreciate the City's continued partnership on efforts in the area to improve our shared regional transportation network. The short- and long-term solutions we see for this area are focused on the City continuing to pursue and implement parallel route development along State Route (SR) 46 East, the implementation of the Huer Huelo Creek Bridge, and the further development and completion of the Union Road Interchange project.

Our interest with this project, as with others in the area, is additional trips and left turns being added onto SR46 at Airport Road. Of note is the addition of trucks making left turns onto the highway at an unprotected at-grade intersection. Additional trips should be directed to either a signalized or grade separated intersection. The construction of

Darcy Delgado
January 23, 2023
Page 2

the Huer Huero Creek Bridge would provide a route for trucks to access the Golden Hill signalized intersection to make left turns onto SR46 and the future Union Road Interchange will provide a grade separated intersection.

The transportation analysis memorandum (CCTC; November 18, 2022) for this project provides several recommendations for mitigating the traffic impacts. We support the recommendation to prohibit outbound distribution of trucks during certain peak traffic hours. We also support the recommendation for the City to ensure construction of the Huer Huero Creek Bridge to serve truck trip access to the Golden Hill intersection with applicant participation in cost sharing for the bridge as well as other effected local road improvements.

We request that the project be conditioned to not begin operations until the Huer Huero Creek Bridge is operational. As an interim option until the bridge is operational, we recommend the restriction of left turn movements out of Airport Road, requiring all vehicles to use the signal at Golden Hill Road. Passenger vehicles can make the U-turn at Golden Hill and trucks can turn left onto Golden Hill Road and then turn left onto Union Road to access eastbound SR 46. This would be similar to the detour currently being used for the roundabout construction at the intersection of Golden Hill Road and Union Road, just the opposite direction.

We look forward to continued coordination with the City on this project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 835-6432 or Jenna.Schudson@dot.ca.gov

Sincerely,

Jenna Schudson

Jenna Schudson
Development Review Coordinator
Caltrans District 5, LD-IGR South Branch