

**ADDENDUM TO THE  
CERTIFIED FINAL INITIAL STUDY – MITIGATED NEGATIVE DECLARATION  
FOR THE  
SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
MAINTENANCE FACILITY PROJECT**

**JUNE 2019**

**A. INTROUCTION**

This document is an Addendum to the Final Initial Study – Mitigated Negative Declaration (IS-MND) prepared for the San Luis Obispo Regional Transit Authority (RTA) Maintenance Facility Project (SCH# 2017071040). The IS-MND was certified by the RTA Board of Directors on September 6, 2017. The Addendum is intended to bring the existing California Environmental Quality Act (CEQA) documentation as up to date as appropriate. Because there are no new significant impacts or mitigation measures as a result of this updated analysis, an Addendum is the appropriate CEQA document.

**B. ADDENDUM REQUIREMENTS**

The Addendum has been prepared in accordance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by RTA and the City of San Luis Obispo. According to Section 15164(b) of the State CEQA Guidelines, an Addendum to negative declaration is the appropriate environmental document in instances when “only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent negative declaration have occurred.” Section 15162(a) of the State CEQA Guidelines states that no subsequent negative declaration shall be prepared for a project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- 1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
- 2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
- 3) *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR or Negative Declaration was adopted, shows any of the following:*
  - A. *The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;*

- B. Significant effects previously examined will be substantially more severe than shown in the previous EIR or Negative Declaration;*
- C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
- D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or Negative Declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

This Addendum does not require circulation because it does not provide significant new information that changes the certified IS-MND in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect.

This Addendum includes this introduction and a description of the proposed actions addressed in the Addendum as they relate to the original project. The technical reports cited in support of this Addendum are included as Appendices 1 and 2 of this document.

The City shall consider this Addendum with the certified Final IS-MND as part of the approval of the amended project.

The CEQA documentation for this project, including this Addendum and certified Final IS-MND, is available for review at City Hall, located at 990 Palm Street, San Luis Obispo, California. It is also available on the City's website at [www.slocity.org](http://www.slocity.org).

## **C. PREVIOUS CEQA DOCUMENTATION**

An IS-MND was prepared for the original RTA Maintenance Facility Project and circulated for public and agency review in 2017. The Final IS-MND was adopted with a decision to proceed with the project by the RTA Board of Directors on September 6, 2017. A Notice of Determination (NOD) was prepared, and there were no legal challenges to the adequacy of the Final IS-MND during the 30-day statute of limitations associated with the NOD, pursuant to CEQA (Public Resources Code Section 21167 and CEQA Guidelines Section 15094).

## **D. REASONS WHY AN ADDENDUM IS APPROPRIATE**

Since adoption of the IS-MND and the decision to proceed with the project by the RTA Board of Directors on September 6, 2017, several minor changes to the project design have occurred, and additional information regarding existing materials remaining at the site of the existing U-Haul building and other previous onsite operations has been identified. This document is an Addendum to the Final IS-MND to document the updated project description and information in response to a request from the City of San Luis Obispo, so that the Final IS-MND, with the most recent project information, may be used by the City for purposes of its environmental review. This Addendum incorporates the additional

analysis for inclusion in the environmental record. The updated analysis does not materially change the findings and conclusions of the Final IS-MND, making a Subsequent IS-MND unnecessary pursuant to Section 15162 of the State CEQA Guidelines.

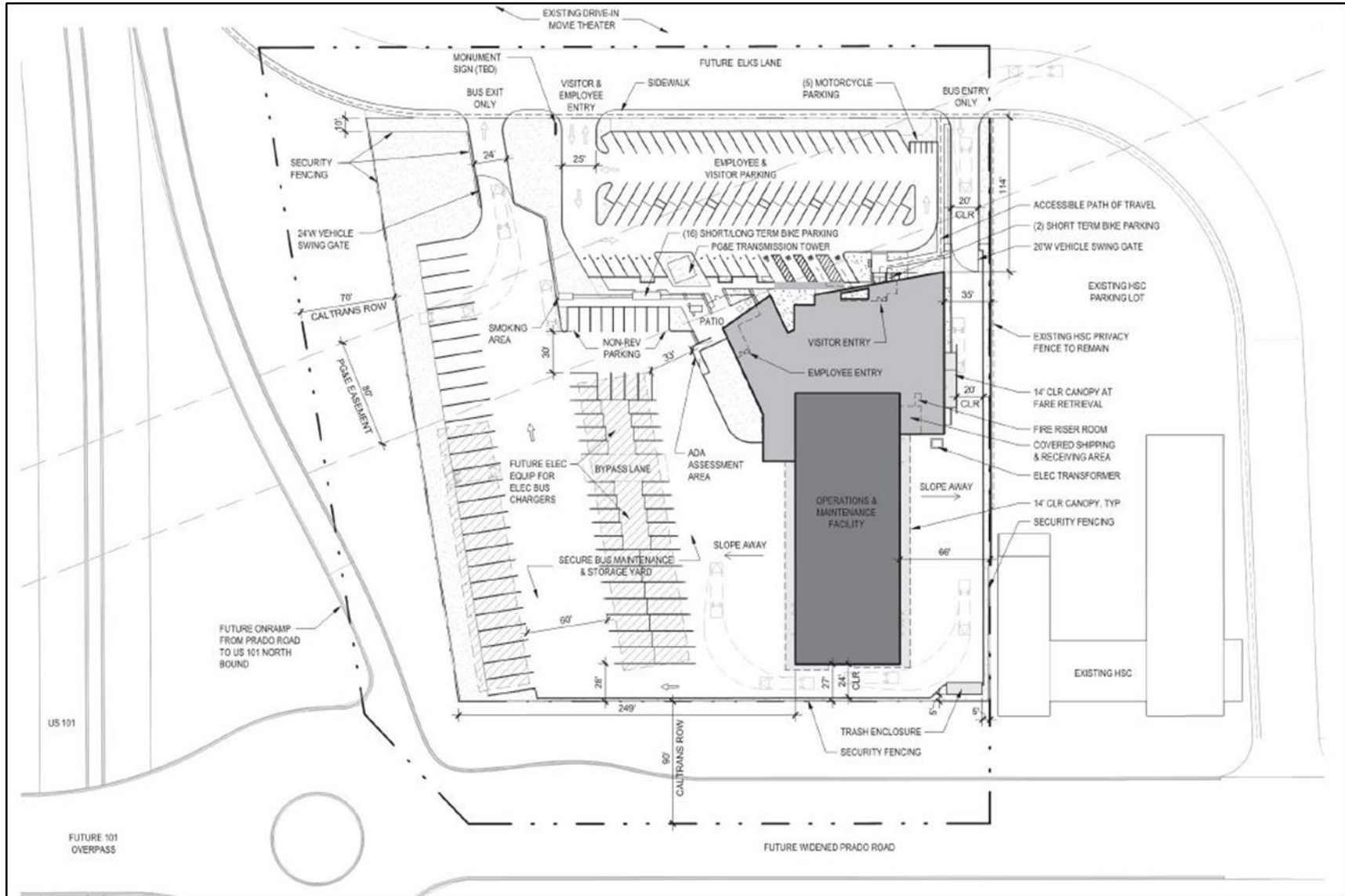
## **E. UPDATED PROJECT ELEMENTS**

As amended, the maintenance facility building would be developed approximately in the same location on the project site as the original project as described in the IS-MND, but would have a modified floorplan and would be reduced in size and height. The amended maintenance facility building would be approximately 28,650 square feet and single-story with an interior, 2,600 square-foot mezzanine/equipment platform. All bus operations, maintenance activities, and administrative activities would occur on the ground-floor of the building. The remainder of the project site would be developed for outdoor circulation, storage, servicing, and inspection. The on-site parking would accommodate approximately 73 public transit buses and vans as well as 84 employee and visitor vehicles, respectively, for a total of 157 on-site parking spaces. A system of underground detention/retention basins and surface bioretention basins would be developed to manage stormwater consistent with City requirements.

Ingress and egress to the project site has also been redesigned such that the project site would be accessed along the northern project site boundary by a temporary driveway in place of the future Elks Lane that would connect over to the existing Elks Lane. The project would not include liquid-fueling equipment or activities, or automated bus washing systems onsite.

Construction of the amended project is anticipated to take approximately 12 to 18 months. Construction bidding is currently projected to begin in March 2020, with anticipated completion of construction in November 2021 and operations beginning in January 2022.

Figure 1 Amended Site Plan



## F. UPDATED ENVIRONMENTAL IMPACT ANALYSIS

This section addresses the updates to the impact analysis in the IS-MND as a result of the project changes described above. Checklist topic 8, *Hazards and Hazardous Materials*, is updated to incorporate the results from the Phase I Environmental Site Assessment and related information to identify the specific features that relate to potential hazards or hazardous materials, and more specifically identify the code requirements and regulations that address each of the identified features. Checklist topic 9, *Hydrology and Water Quality*, and topic 18, *Utilities and Service Systems*, are updated to identify the proposed sewer connections and current City water supply information. Checklist topic 12, *Noise*, is updated to address the updated design and associated operation effects on noise sensitive receptors, including the adjacent CAPSLO Homeless Services Center.

### **Hazards and Hazardous Materials**

As described in the IS-MND, the proposed RTA Maintenance Facility Project would result in less than significant impacts to the public and environment through transport, use, disposal, or release of hazardous materials, to surrounding schools due to hazardous emissions and/or hazardous materials handling, associated with implementation of an adopted emergency response plan or emergency evacuation plan, and associated with wildland fire hazards. The proposed RTA Maintenance Facility Project would not result in any impacts to safety associated with nearby airport operations.

Since the certification of the Final IS-MND, review of a Phase I Environmental Site Assessment (ESA) and related regulatory information for the project site was conducted to identify and evaluate impacts associated with the potential hazards and hazardous materials identified in the report. This information was not described in the Final IS-MND and is described and evaluated further below. The reports reviewed are included as Appendices 1 and 2.

### **Setting**

The property was the site of a Mobil service station. A Phase I ESA was prepared for the project by Partner Engineering and Science, Inc. in August 2013 (Appendix 1). This report categorized features and conditions on the property using the following terms:

- REC – A Recognized Environmental Condition (REC) refers to the presence or likely presence of any hazardous substance or petroleum product on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.
- HREC – A Historical Recognized Environmental Condition (HREC) refers to an environmental condition which would have been considered a REC in the past, but which is no longer considered a REC based on subsequent assessment or regulatory closure. Environmental issues refer to environmental concerns identified by Partner Engineering and Science, Inc., which do not qualify as RECs but require discussion.
- Environmental Issue – This term includes those features or environmental concerns that did not qualify as RECs, but otherwise warrant discussion.

Using these terms, the Phase I report identified five features on the project site that are summarized as follows:

- *Three underground fuel storage tanks and one underground waste oil tank.* These are identified as “HRECs” in the Phase I report, since they had been removed in 1987 and 1991, and no further action was required by the San Luis Obispo Fire Department.
- *Hydraulic Lifts and associated fluid tanks and lines that may remain beneath the existing concrete foundation on the property.* This feature is identified as an “REC” in the Phase I report.
- *Potential asbestos containing material (ACM) in the one building remaining on the site.* This is identified as an “environmental issue” to be addressed prior to any demolition activities.
- *A groundwater production well in the northwest corner of the property.* This well represents an “environmental issue,” and should be properly abandoned prior to site development to remove a potential conduit for pollution to reach groundwater.
- *A possible septic tank located in the parking area behind the existing structure.* This is another “environmental issue” that could lead to soil or groundwater pollution, and should also be properly abandoned prior to site development.

The Phase I report also includes recommendations that are drawn from requirements of existing federal, state, and local codes and regulations, briefly reviewed in the following paragraphs.

#### Federal

Many agencies regulate hazardous substances. These include federal agencies such as the U.S. Environmental Protection Agency (U.S. EPA), the Occupational Safety and Health Administration (OSHA), the Department of Transportation, and the National Institute of Health. The following are federal laws and guidelines governing hazardous substances:

- Federal Water Pollution Control Act
- Clean Air Act
- Occupational Safety and Health Act
- Federal Insecticide, Fungicide, and Rodenticide Act
- Comprehensive Environmental Response Compensation and Liability Act
- Guidelines for Carcinogens and Biohazards
- Superfund Amendments and Reauthorization Act Title III
- Resource Conservation and Recovery Act
- Safe Drinking Water Act
- Toxic Substances Control Act

At the federal level, the principal agency regulating the generation, transportation and disposal of hazardous substances is the U.S. EPA, under the authority of the Resource Conservation and Recovery Act (RCRA). The U.S. EPA regulates hazardous substance sites under the Comprehensive Environmental Response Compensation and Liability Act (CERCLA). Applicable federal regulations are contained primarily in Titles 29, 40, and 49 of the Code of Federal Regulations (CFR).

## State

The California Environmental Protection Agency (CalEPA) and the Governor's Office of Emergency Services (OES) establish rules governing the use of hazardous substances. The State Water Resources Control Board (SWRCB) has primary responsibility to protect water quality and supply.

Applicable State laws include the following:

- Porter Cologne Water Quality Act
- Public Safety/Fire Regulations/Building Codes
- Hazardous Substance Control Law
- Hazardous Substances Information and Training Act
- Hazardous Substances Release Response Plans and Inventory Act
- Air Toxics Hot Spots and Emissions Inventory Law
- Underground Storage of Hazardous Substances Act

Within CalEPA, the Department of Toxic Substances Control (DTSC; formerly the Department of Health Services) has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the state agency, for the generation, transportation and disposal of hazardous substances under the authority of the Hazardous Waste Control Law. State regulations applicable to hazardous substances are indexed in Title 26 of the CCR.

The State of California has also adopted its Building Code, which addresses many detailed review and permit requirements that are designed to protect public health and safety and to protect the environment. The state Building Code is contained in Title 24 of the California Code of Regulations, which is implemented primarily by local Cities and agencies, in coordination with the state and federal agencies noted above.

## Local

The City of San Luis Obispo Municipal Code (Chapter 15.02) incorporates the California Building Code and other construction related codes by reference. Chapter 15.04 of the Municipal Code sets forth the City's local amendments to those uniform codes. Section 15.04.010 identifies the City building official as the building official and code official for the City, and the City Fire Chief as the fire code official. This means that the City actions to implement the State Building and Fire Codes are shared between the Community Development Department (Building and Safety Division) and the City Fire Department. With some limited exceptions, the California Building Code (Part 1, Section 105.1) requires that a written construction permit be obtained prior to the erection or construction of any building or structure, and this requirement also applies in the City by its incorporation of the State requirements. Thus, in order to understand how building permits serve to implement applicable standards one must reference both the City and State Building Codes, as well as the other state and federal regulations summarized above.

## ***Analysis***

None of the five conditions or features identified in the Phase I Environmental Assessment, and listed above, would create a new significant effect on the environment or a substantial increase in any

previously identified significant effects. Each of these conditions is routine in an urban or suburban context, and existing codes and regulations require that each condition be considered and properly addressed, through permit review procedures for demolition of existing structures, and through permits for grading, and building of new structures.

- *Three underground fuel storage tanks and one underground waste oil tank.* These tanks were all removed, along with adjacent contaminated soil. The Phase I report includes results from soil sampling and analyses from 25 soil borings across the property, at depths varying from 14 to 34 feet below the ground surface. All of these sample points indicated no contamination, and no groundwater was encountered in these or subsequent borings. The Phase I report also presents copies of permits and correspondence, including the January 8, 1992 letter from the Fire Department indicating that “...no additional sampling or cleanup of this site is required.” A similar letter was issued by the Fire Department for the site on March 21, 1994 with the same conclusion but it was not clear that this second letter addressed the waste oil tank site. The specific location of the waste oil tank site was evaluated later in a report by Earth Systems Pacific (April 17, 2014, Results of Soil Sampling and Analysis – see Appendix 2). That later report found no hydrocarbon or metal contamination at the waste oil tank location (other than natural occurring arsenic in soils). Therefore, no additional work is anticipated relative to these closed tanks.
- *Hydraulic lifts and associated fluid tanks and lines.* These components are part of the existing structure on the property, which cannot be removed without a demolition permit from the City (Municipal Code Section 15.04.040.F, A203.1). Such a permit will require that “All building rubble and debris, [and ...] All foundations, concrete slabs, and building substructures shall be removed to the satisfaction of the building official.” (Municipal Code Sections 15.04.040.F, A205.1 and 2). The City can require soil sampling and analysis to demonstrate that soil remaining on the site is consistent with the SRWCB Low-Threat Underground Storage Tank Case Closure Policy (23 CCR 2923), which may be reviewed by the City Fire Department who may determine that no further action is necessary. This was the procedure followed when the previous underground storage tanks were removed (discussed above), and remains applicable to any remaining equipment.
- *Potential ACM.* The San Luis Obispo Air Pollution Control District (SLOAPCD) Implements the National Emission Standard for Hazardous Air Pollutants (NESHAP) for asbestos (40 CFR 61 Subpart M). This regulation requires written notification to SLOAPCD of any demolition operations, including a complete accredited asbestos survey. If ACM is present, the notification also requires identification of the licensed contractor who will be removing the ACM, and other details including the engineering controls and work practices to be used to control emissions of asbestos, the waste transporter and the disposal site. These required procedures will minimize any potential hazard to the public or the environment related to ACM at the project site.
- *Groundwater production well in the northwest corner of the property.* Permits related to water well construction and abandonment are handled by the City of San Luis Obispo (Municipal Code Section 15.04.090 A, B, and C). These provisions incorporate by reference Department of Water Resources Bulletin No. 74-81 (*Water Well Standards: California*) and help ensure that unused wells do not become a public nuisance and do not represent a hazard to individuals or to the environment.
- *Septic tank located in the parking area behind the existing structure.* Like the groundwater well noted above, the City of San Luis Obispo also has review and permit authority over the abandonment of septic tanks and systems, but the specific requirements are found in the



Plumbing Code portion of the California Building Codes. Specifically, Part 5 Section 722.0 addresses abandoned sewers and sewage disposal facilities and describes how they are to be removed or filled in place. These provisions must be implemented upon notice from the City, or if done in conjunction with connection to the public sewer, within 30 days of the time of connection. Proper abandonment of the septic system will avoid potential hazards to people or to groundwater beneath the site.

In summary, the RTA maintenance facility construction will be subject to existing applicable codes, regulations, and standards that are intended to minimize the potential for public hazards and for the release of hazardous materials into the environment. These regulations are implemented primarily through the City Community Development Department (Building and Safety Division) and the City Fire Department. For specific issues, the Regional Water Quality Control Board (groundwater) and SLOAPCD (control of ACM) may also be involved in reviewing notifications and permit compliance. Thus, the implementation of these existing requirements will ensure that the potential hazards to the public or the environment related to the presence or release of hazardous materials from construction on the site would be less than significant.

### **Hydrology and Water Quality, and Utilities and Service Systems**

As described in the IS-MND, the proposed RTA Maintenance Facility Project would result in less than significant impacts related to water supply, and to utilities and service systems that would serve the project.

Since the certification of the Final IS-MND, the City of San Luis Obispo released an updated Water Resources Status Report, detailing the available water supply in the city. This information, and an updated description of the proposed sewer connection, is described below. This new/updated information does not change the analysis or conclusions pertaining to water supply or sewer service/connections available to the project. There are no new significant effects on the environment or a substantial increase in any previously identified significant effects based on this information.

#### ***Hydrology and Water Quality Setting***

##### Groundwater and Water Supply

The City Utilities Department annually prepares a Water Resources Status Report to provide the City Council and interested members of the community with an annual update of the status of existing water resources, as well as water supply projects being pursued to meet the community's needs. According to the most recent, 2018 Water Resources Status Report, the City currently has four sources of water: the Salinas Reservoir, Whale Rock Reservoir, Nacimiento Reservoir and recycled water. Groundwater serves as a fifth, supplemental source, but has not been used in recent years. The City's water supply is primarily obtained through reservoirs, with only five percent of the total supply obtained by recycled water. Water conservation programs are also an effective "source" of water supply and are a major focus of the City's Utilities Department. Additionally, the design phase for the City's Resource Recovery Facility (WRRF) Project continued through the year 2018. Construction of the project is expected to begin in 2019 and take approximately three years. Upon completion, the new technology used at the

WRRF is expected to reduce the overall water treatment time from approximately 28 hours to eight hours.

The City defines “safe annual yield” as the amount of water which can be reliably withdrawn annually from coordinated operation of Salinas and Whale Rock Reservoirs. The 2018 update to the safe annual yield model accounted for data from the most recent drought and analyzed three climate change scenarios. Based on the updated modeling and analysis, the safe annual yield from Salinas and Whale Rock Reservoirs was reduced from previous estimates to 4,910 acre-feet (AF). The Nacimiento Reservoir can provide up to 5,842 AF annually. Recycled water provides an additional supply of about 238 AF, while 500 AF is subtracted from the annual availability to account for reservoir siltation. Thus, the safe annual yield of the City’s combined water supply for 2018 is estimated at 10,130 AF. The safe annual yield is used to determine whether the City has sufficient water supplies to meet the demands of existing development and development allowed under the General Plan.

### ***Utilities and Service Systems Setting***

#### **Wastewater**

The City’s wastewater collection system and WRRF is managed by the Utilities Department. The wastewater collection system consists of approximately 138 miles of gravity sewer lines, and nine sewer lift stations.

The project site is adjacent to Prado Road, which contains an existing 48-inch diameter sewer main. As amended, the RTA Bus Maintenance Facility would include a temporary connection to this sewer line in Prado Road. The project also includes a permanent line to connect with the future 36-inch diameter sewer in the Elks Lane realignment along the northern side of the project when the realignment occurs along with the Prado Road Overcrossing project.

Wastewater is conveyed to the WRRF, located on Prado Road near U.S. 101. The WRRF removes larger material, treats the waste stream to reduce the amount of nutrients and bacteria, separates sludge, and discharges treated effluent into San Luis Obispo Creek near Los Osos Valley Road and is distributed as recycled water for irrigation. The sludge is separated from the wastewater, dried in open ponds at the WRRF, and hauled away for disposal (City of San Luis Obispo 2019).

The WRRF treats about 4.5 million gallons per day (mgd) during dry weather conditions. The current treatment capacity of the WRRF during dry weather conditions is 5.2 mgd. Therefore, the WRRF currently has excess capacity of 0.6 mgd. Average dry weather treatment flows have been stable over the past several years due to a balance between increased population and improved water conservation (City of San Luis Obispo 2014; 2016, 2019).

#### **Water**

The City Utilities Department provides water service throughout the city and provides potable water to approximately 14,500 metered water customers. The City obtains its water supplies from the four sources of water discussed above, which are capable of supplying 10,130 AF. In 2018, the total City

water demand from these sources was 5,225 acre feet. The City does not rely on groundwater as a water supply source.

### ***Analysis***

The new setting information described above would not result in changes to the analysis or conclusions pertaining to water supply and sewer connections/services. Therefore, this information would not result in new or substantially more severe impacts than those identified for the project in the certified Final IS-MND.

### **Noise**

As described in the IS-MND, the proposed RTA Maintenance Facility Project would result in less than significant noise impacts with incorporation of mitigation for potential temporary or periodic increases in noise levels as a result of project implementation.

The updates to the RTA Maintenance Facility Project include a bus entrance and internal access route to the proposed bus maintenance bays along the east side of the project site, adjacent to the CAPSLO Homeless Services Center property boundary. This information is updated from the Final IS-MND and is described and evaluated further below.

### ***Analysis***

The proposed maintenance facility would be enclosed, but stall doors would be rolled up during operation. Parking would be provided for up to 73 buses operated by the RTA. During the day, buses would be serviced generally on a schedule consistent with the existing operations. This includes daily inspection and light cleaning by the drivers. In addition, mechanical servicing occurs as needed and scheduled, and results in several additional buses within the facility each day. As is the case with the existing facility, buses would typically access the parking spaces from 4:30 a.m. to 10:30 p.m. on weekdays, 6:00 a.m. to 10:00 p.m. on Saturdays, and 7:00 a.m. to 8:30 a.m. on Sundays. Maintenance activities would occur between 4:30 a.m. and 10:00 p.m. on weekdays, between 6:00 a.m. and 8:00 a.m. on Saturdays, and between 6:00 a.m. and 7:30 p.m. on Sundays. Except for moving vehicles in and out, the insulated overhead doors on the east side and the building, nearest to the CAPSLO Homeless Services Center, would be kept closed and would contain the majority of maintenance operations noise. The main vehicle entry/exit from the building would be from the west side and the east side doors would serve as secondary access. For these reasons, the amended project effects on ambient noise levels, particularly with respect to sensitive uses in the vicinity, would not result in new or substantially more severe operational noise impacts than the project evaluated in the certified, Final IS-MND.

## **G. DETERMINATION**

In accordance with Section 15164 of the State CEQA Guidelines, the City of San Luis Obispo has determined that this Addendum to the certified Final IS-MND is necessary to document changes or additions that have occurred in the project description and information about the project site since the

Final IS-MND was originally certified. The City has reviewed and considered the information contained in this Addendum and finds that the preparation of subsequent CEQA analysis that would require public circulation is not necessary.