

**CITY OF SAN MARCOS  
NEGATIVE DECLARATION 11-810**

**DATE:** May 16, 2011

**APPLICANT:** KRC Rock

- 1. PROJECT CASE NUMBER PROPOSED PROJECT:** CUP 00-477 (10M)
- 2. LEAD AGENCY NAME AND ADDRESS:** City of San Marcos, 1 Civic Center Drive, San Marcos, CA 92069.
- 3. CONTACT PERSON AND PHONE NUMBER:** Susan VAndrew Rodriguez, 760-744-1050 ext. 3237 or svandrew@san-marcos.net.
- 4. PROJECT LOCATION:** 700 N. Twin Oaks Valley Road and a portion of the Hoover-Taylor parcel to the north (Exhibit A). Assessor Parcel Numbers: 218-110-23 (KRC) and 218-110-12 (Hoover-Taylor).
- 5. PROJECT SPONSOR'S NAME AND ADDRESS:** KRC Rock, 700 N. Twin Oaks Valley Road, City of San Marcos, 92078.
- 6. GENERAL PLAN DESIGNATION:** Light Industrial.
- 7. ZONING:** The KRC Rock property is Light Industrial (LM) and the Hoover-Taylor Property is Industrial (M).
- 8. DESCRIPTION OF PROJECT:** Request for a Conditional Use Permit Modification for the KRC Rock operation at Twin Oaks Valley Road and Borden Road to use one acre of the 4.4 acre adjacent Hoover-Taylor property (northwest corner of Twin Oaks Valley Road and Windy Way) for the purpose of outdoor storage, and to adjust the internal circulation of the KRC Rock operation by use of Windy way as an exit only. Landscaping will be installed with the proposed project along the west property line of the Hoover-Taylor property and along the north property line on Windy along the lease area proposed for use by KRC Rock on the HT property. The truck access from the KRC Rock site to the Windy Way driveway consisting of 340 feet long and 14.5 feet wide will be paved as part of the project to a standard compliant with the San Marcos Fire Protection District.
- 9. SURROUNDING LAND USES AND SETTING:** KRC operates a wholesale and retail rock and material business at 700 N. Twin Oaks Valley Road, north of Borden Road, in the Industrial Zone of the Richmar Neighborhood. The operation includes an office building (east end), vehicle service building (west end), and outdoor storage on 4.4 acres approved through a Conditional Use Permit in 2001. The site is designated Light Industrial in the General Plan. The area proposed for expansion is a portion of the Hoover-Taylor (HT) property located north of the KRC Rock operation (Exhibit B).

The HT property located at 760 N. Twin Oaks Valley Road is on the south west corner of Twin Oaks Valley Road and Windy Way. The HT property contains a five industrial building complex

and outdoor storage in the rear of the property on 4.4 acres. There is also an unpaved parking lot located on the northeast corner of the site available for use by all users of the HT property.

There is an elevation change on the KRC Rock property of 608 mean sea level (MSL) to 623 MSL from the east to the west end, respectively, and a change of 622 MSL from the KRC Rock site to 618 MSL on the HT property at the Windy Way egress driveway (Exhibit C).

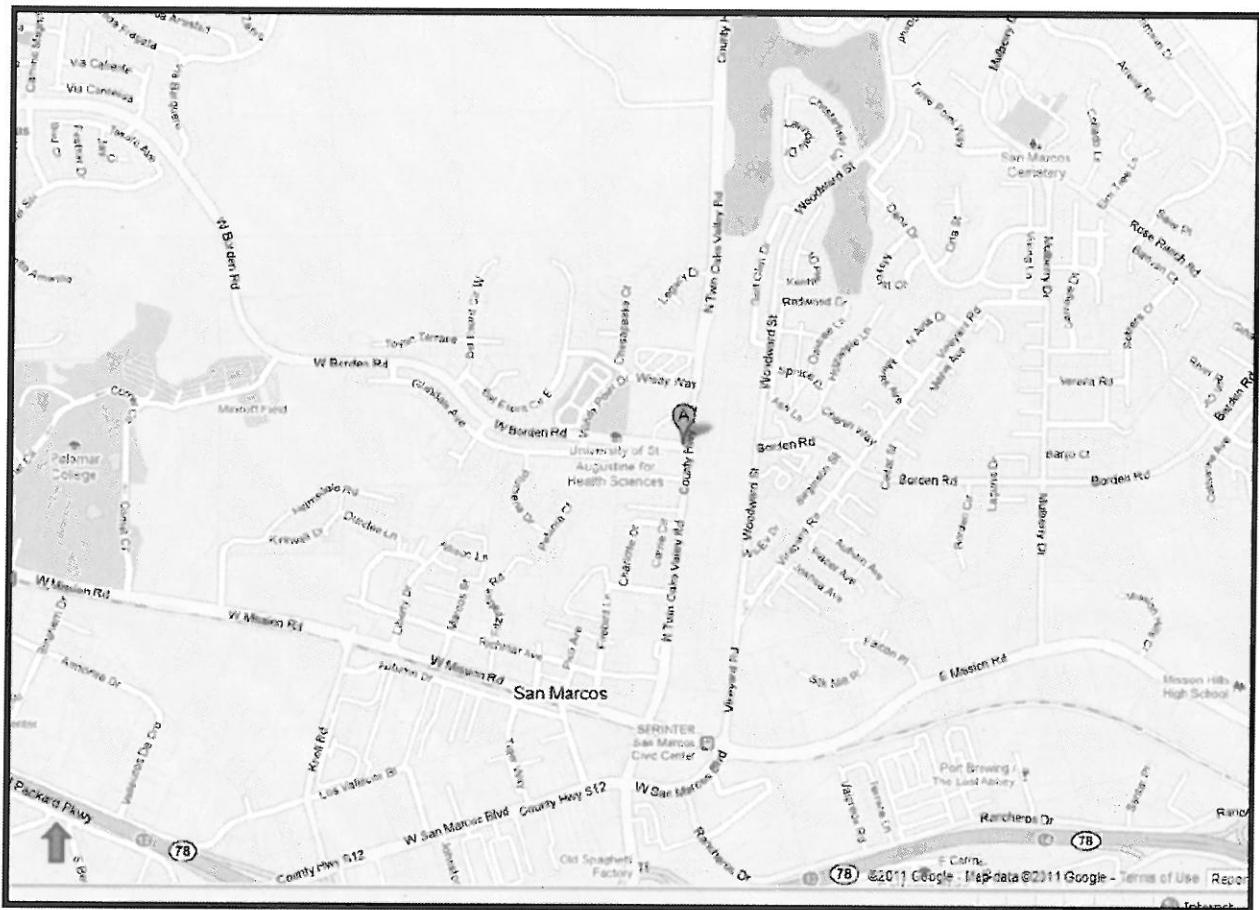
Surrounding land uses include light industrial uses to the north and west, and industrial uses to the south. Single-family residential is located to the northwest (Chesapeake development) of the HT property and north (Legacy development) of the Light Industrial complex on the north side of Windy Way.

**10. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (e.g. PERMITS, FINANCING APPROVAL OR PARTICIPATION AGREEMENT):** None.

**11. MITIGATION MEASURES:**

- The truck access from the KRC Rock site to the Windy Way driveway (through the HT lease area) consisting of 340 feet long and 14.5 feet wide shall be paved to a width standard compliant with the San Marcos Fire Protection District.
- The operational hours shall be limited to Monday through Saturday between the hours of 7:00 a.m. and 5:00 p.m.
- Loading and unloading activity shall be restricted to after 8:00 a.m, Monday-Saturday.
- The property owner and/or applicant shall submit separate petitions to annex into and establish with respect to the property, the special taxes levied by the following community facilities districts: CFD 98-01, Improvement Area No. 1, Police; CFD 2001-01, Fire and Paramedic; CFD 98-02, Lighting and Landscaping.
- Access or right-of-way improvement to Windy Way shall be constructed to the satisfaction of the City Engineer will be required to mitigate the truck crossover into the westbound traffic lane.
- Acquisition of a City Construction Permit for improvements in City right-of-way.
- The Windy Way driveway access shall be limited to right-out only.

**EXHIBIT A**  
**KRC ROCK LOCATION MAP**



**EXHIBIT B**  
**KRC ROCK SITE PLAN**

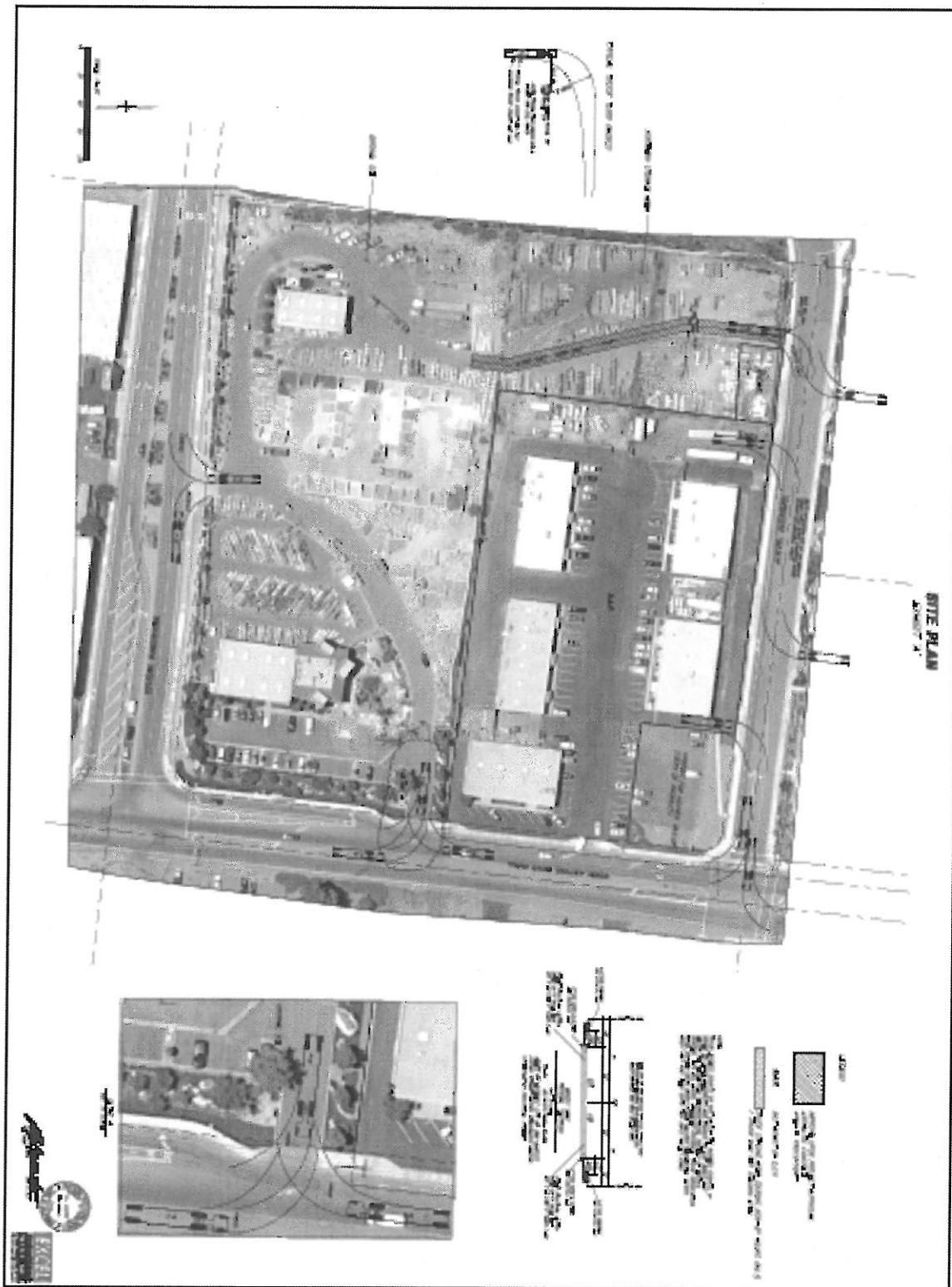
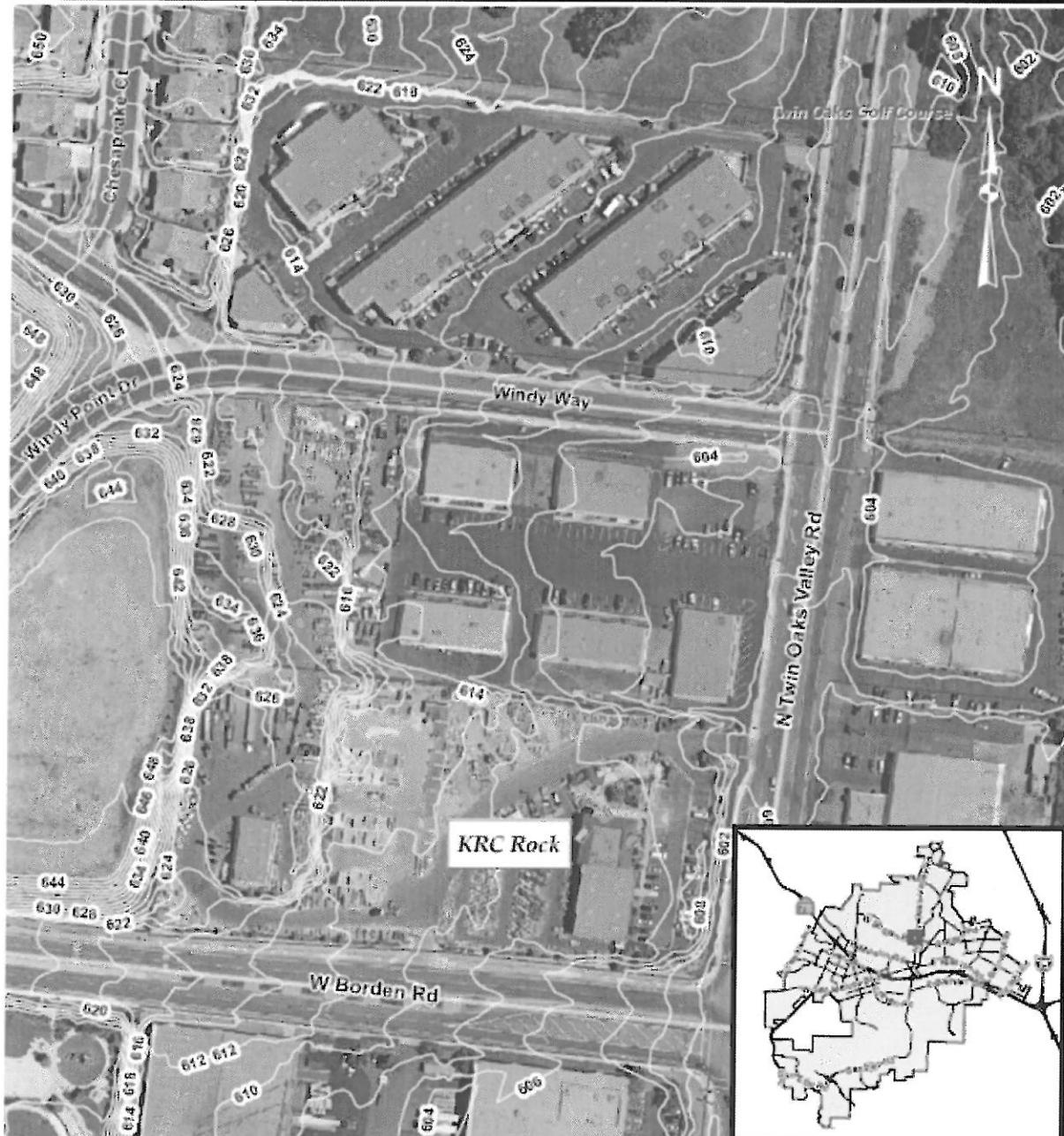


EXHIBIT C  
KRC ROCK TOPOGRAPHIC OVERLAY MAP

**CITY OF SAN MARCOS**  
CUP 00-477 (10M)



*Topographic Overlay  
2' Interval Contours*

1 inch = 150 feet

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

## **DETERMINATION:**

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, 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  
Susan Vandrew Rodriguez  
Printed Name

May 16, 2011  
\_\_\_\_\_  
Date  
Associate Planner  
Title

## ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant	No Impact
<b>I. AESTHETICS: <i>Would the proposal:</i></b>				
a) Have a substantial adverse effect on a scenic view?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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"/>

The project site is developed and the existing visual character of the area includes light and standard industrial uses located along Twin Oaks Valley Road adjacent to the subject site, and residential to the northwest (Chesapeake Community). There is an elevation change on the KRC Rock property of 608 mean sea level (MSL) to 623 MSL from the east to the west end, respectively, and a change of 622 MSL from the KRC Rock site to 618 MSL on the HT property at the Windy Way egress driveway. The entrance to the Chesapeake Community is located ten feet (628 MSL) above the driveway to the HT property at the proposed KRC Rock expansion area. There is an existing fence with slats that provides for screening at the six foot height level at the expansion area. However, with the elevation change from the Chesapeake Community to the project site there is still a line of sight to the storage area.

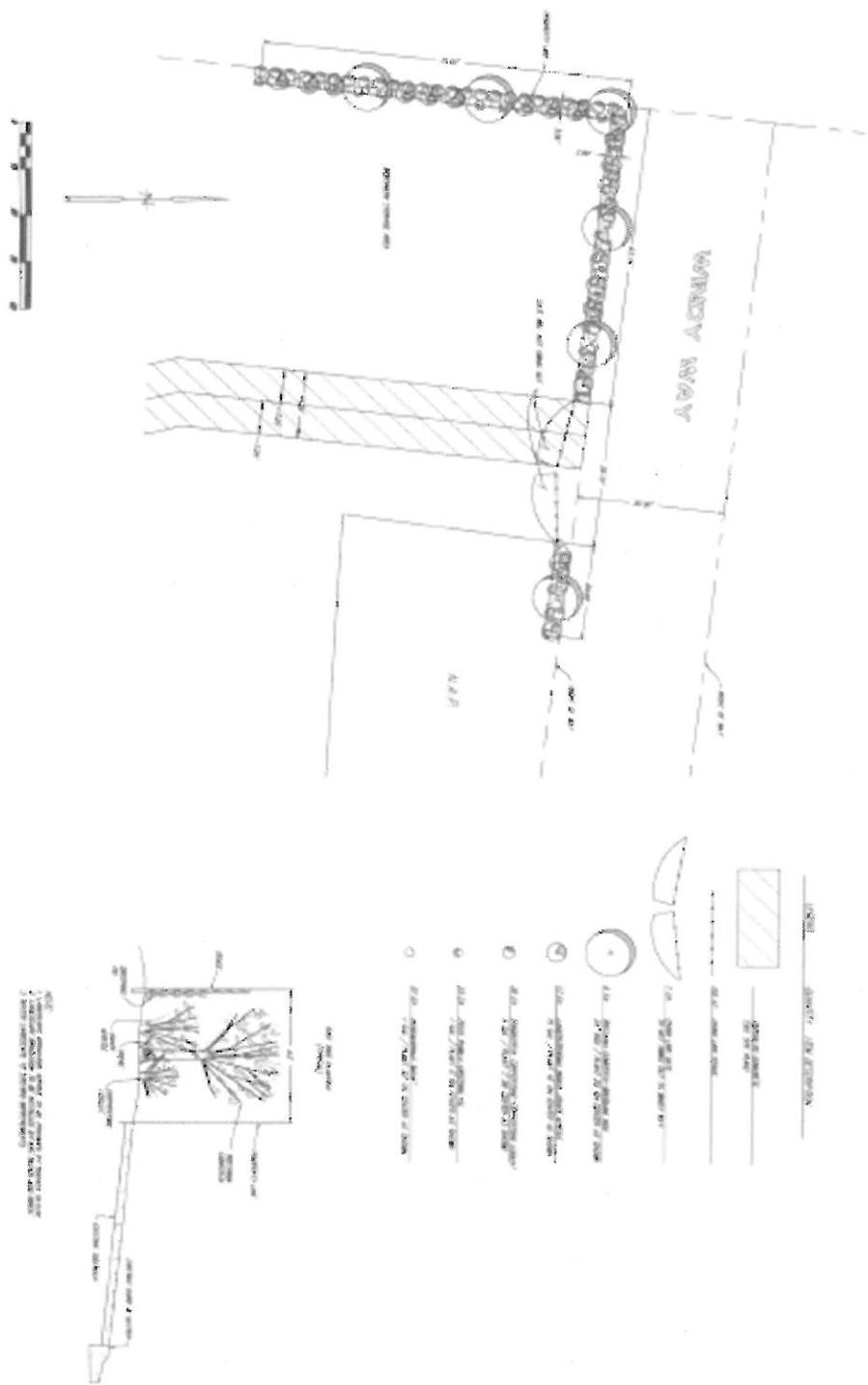
Landscaping will be installed with the proposed project along the west property line of the Hoover-Taylor property and along Windy Way fronting the KRC lease area on the HT property as demonstrated on the Landscape Plan below.

This landscape will provide screening above the existing fence of the storage area from nearby residents. Therefore, no further mitigation is required of the proposed project.

The proposed project site is not located along a scenic vista and will not obstruct any scenic vista, or view open to the public. The proposed project does not include new development that would impact any rock outcroppings or any scenic resources. With the included landscape in the project scope, the project will not reduce the visual character of the project area, and therefore the impact to aesthetics resources is less than significant.

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LANDSCAPE GRAPHIC



	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE AND FOREST RESOURCES --</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the <i>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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and Forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. - Would the project:</i>				
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"/>
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"/>
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 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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"/>

The proposed project has not been used for agricultural purposes nor is the area designated as farmland or agricultural land. Therefore, the proposed project will not impact agricultural resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	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 proposal:*

- a) Conflict with or obstruct implementation of the applicable air quality plan?
- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- 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)?
- d) Expose sensitive receptors to substantial pollutant concentrations?
- e) Create objectionable odors affecting a substantial number of people?

The KRC operation was originally approved in 2001 for up to 70 truck trips. The operation with use of the expanded project area will increase the truck trips to 80 with a redistribution of up to 40 of the truck trips from the driveways of Borden Road and Twin Oaks Valley Road to the Windy Way driveway. Based upon the Truck Management Plan (Appendix A) for the proposed project which includes the use of Windy Way for an exit only for the KRC Rock operation, there are a maximum of 40 truck trips that could exit onto Windy Way from the KRC Rock site. The existing KRC Rock onsite circulation is paved. The truck access (340 feet long by 14.5 feet wide) from the KRC Rock site to the Windy Way driveway will be paved to a standard compliant with the San Marcos Fire Protection District. This will reduce the dust generation from the trucks leaving the site from Windy Way.

The increase of 10 truck trips to the existing industrial area is a nominal increase to the originally approved KRC operation. The operation shall comply with all applicable Regional Air Quality strategies.

This said, there is a less than significant Air Quality impact anticipated as a result of the proposed project.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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#### 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.     ■
- 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?     ■
- 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 pools, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?     ■
- 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?     ■
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?    ■
- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?    ■

The project site is developed and contains no biological resources. The project will have no impact to biological resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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#### V. CULTURAL RESOURCES: Would *the proposal*:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic features?

d) Disturb any human remains, including those interred outside of formal cemeteries?

The project does not contain any known cultural resources and the project will not involve subsurface dirt removal. Therefore, there are no cultural resource impacts anticipated as a result of the proposed project.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	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.
- ii) Strong seismic ground shaking?
- iii) Seismic-related ground failure, including liquefaction?
- iv) Landslides?

b) Result in substantial soil erosion or the loss of topsoil?

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?

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?     ■

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?     ■

The project site is developed and will not involve new development or any subsurface dirt removal. Therefore, there are no geology and soils impacts anticipated as result of the proposed project.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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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?   ■   ■

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?     ■

The KRC operation was originally approved in 2001 for up to 70 truck trips. The operation with use of the expanded project area will increase the truck trips to 80 with a redistribution of up to 40 of the truck trips from the driveways of Borden Road and Twin Oaks Valley Road to the Windy Way driveway. Based upon the Truck Management Plan (Appendix A) for the proposed project which includes the use of Windy Way for an exit only for the KRC Rock operation, there are a maximum of 40 truck trips that could exit onto Windy Way from the KRC Rock site. The existing KRC Rock onsite circulation is paved. The truck access (340 feet long and 14.5 feet wide) from the KRC Rock site to the Windy Way driveway will be paved to a standard compliant with the San Marcos Fire Protection District. This will reduce the dust generation from the trucks leaving the site from Windy Way.

The increase of 10 truck trips to the existing industrial area is a nominal increase to the originally approved KRC operation. This said, it is anticipated that the project will not have a less than significant impact on greenhouse gas emissions, directly or indirectly.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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## VIII. HAZARDS AND HAZARDOUS MATERIALS: *Would the project:*

a) Create a significant hazard to the public or the environment through the routine transport, use of Disposal of hazardous materials?    ■

b) Create a significant hazard to the public or the

environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

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?

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?

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?

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

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?

The project is developed and used for the KRC Rock operation and existing industrial development. The existing KRC Rock onsite circulation is paved. The truck access from the KRC Rock site to the Windy Way driveway is 340 feet in length and 14.5 in feet width, which will be paved to a standard compliant with the San Marcos Fire Protection District as a condition of the project. Without this improvement, the project could potentially impact emergency fire access onto the KRC Rock expansion area from Windy Way. This emergency access will serve to provide the required Fire Department access into the operation expansion area of the Hoover-Taylor property, and mitigate for the emergency access impact that would result without this improvement.

No significant impacts to emergency response plans or exposure to hazardous substances or the risk of explosion are anticipated as a result of the proposed project. Therefore the potential for hazards and hazardous materials impacts resulting from the proposed project is less than significant.

	Potentially Significant Unless Mitigated	Potentially Significant Unless Impact	Less Than Significant Impact	No Impact
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**IX. HYDROLOGY AND WATER QUALITY .** *Would the project:*

- a) Violate any water quality standards or waste discharge requirements?
- b) Have a potentially significant adverse impact on groundwater quality or cause or contribute to an exceedance of applicable groundwater receiving water quality objectives or degradation of beneficial uses?
- c) 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., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- d) 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 (e.g. downstream)?
- e) Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?
- f) 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?
- g) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?
- h) Result in increased impervious surfaces and associated increased runoff?

- i) Result in significant alteration of receiving water quality during or following construction?
- j) Result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical storm water pollutants (e.g. heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash).
- k) Be tributary to an already impaired water body as listed on the Clean Water Act Section 303(d) list. If so, can it result in an increase in any pollutant for which the water body is already impaired?
- l) Be tributary to environmentally sensitive areas (e.g. MSCP, RARE, Areas of Special Biological Significance, etc.)? If so, can it exacerbate already existing sensitive conditions?
- m) Have a potentially significant environmental impact on surface water quality, to either marine, fresh or wetland waters?
- n) Otherwise substantially degrade water quality?
- o) 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?
- p) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- q) 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?
- r) Inundation by seiche, tsunami, or mudflow?

The proposed project does not propose a change to direction of the existing water surface runoff from the project site. The KRC Rock operation expansion into one acre of the Hoover-Taylor property will include a minimal change in the existing condition with exception of the paving of the access driveway required by the San Marcos Fire Department at a dimension of 340 feet long and 14.5 feet wide. The new impervious surface will comprise 4,930 square feet which is less than 5,000 square feet, thereby exempting the project from the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements. The project shall comply with all applicable standards for the proposed use of the Urban Runoff Management

Program adopted by the City of San Marcos. This said, the proposed project will result in a less than significant impact to hydrology and water quality.

	Potentially Significant Mitigated	Potentially Significant Unless Impact	Less Than Significant Impact	No Impact
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**X. LAND USE AND PLANNING. *Would the project:***

- a) Physically 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?
- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

The project is a request for a Conditional Use Permit (CUP) Modification for the KRC Rock operation at Twin Oaks Valley Road and Borden Road to use one acre of the 4.4 acre adjacent Hoover-Taylor property (northwest corner of Twin Oaks Valley Road and Windy Way) for the purpose of outdoor storage, and to adjust the internal circulation of the KRC Rock operation by use of a right-out only egress from Windy Way. The KRC operation was originally subject to a CUP and the expansion in the Hoover-Taylor property requires the modification to the CUP due to this expansion, both because of the original conditions of the CUP. Additionally, the CUP modification is required because the use of the HT property for the purpose of storage and access unrelated to another user on the Hoover-Taylor property is not a permitted use in the Industrial (M) Zone. Issuance of the CUP modification will serve to assure that the activities within the Industrial (M) Zone have less than significant impacts to existing and proposed residential uses in the area.

**Mitigation Measure:**

- Obtain approval of the Conditional Use Permit Modification from the City of San Marcos.

	Potentially Significant Mitigated	Potentially Significant Unless Impact	Less Than Significant Impact	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?
- 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?

There are no known mineral resources on the project site, and no new development is proposed. Therefore the project will not have a significant effect on any known mineral resource.

	Potentially Significant Unless Mitigated	Potentially Significant Unless Impact	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?
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- 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?
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The KRC Rock operation currently is proposing to use one acre of the 4.4 acre adjacent Hoover-Taylor property (northwest corner of Twin Oaks Valley Road and Windy Way) for the purpose of outdoor storage, and to adjust the internal circulation of the KRC Rock operation by use of Windy Way. The existing operational hours limit outdoor activities to primarily daylight hours Monday through Saturday between the hours of 7:00a.m. and 5:00p.m. This condition resulted from a noise analysis of the KRC operation conducted in 2001. In the analysis, it was determined that noise from the freeway dominated the background noise level so analysis further considered the noise generation of a similar facility in Orange County, and applied it to the project area. Based upon this approach, during a busy mid-morning period, 57.5 dBA would result, which is below the 62.5 dBA standard that apply given the varied (Industrial and Low-density Residential) zoning in the area. In addition, the analysis stated that single noise event, such as loading of large rocks, is audible. For this reason, loading and unloading activity has been restricted on the site since the original approval to after 8:00a.m., Monday-Saturday. The material loading/unloading that

will occur in the expansion is primarily bulk material, and is anticipated to result in a limited increase in a single noise event that may be audible. The continued operational hour restrictions are anticipated to ensure that the proposed project impact is less than significant.

**Mitigation Measures:**

- The operational hours shall be limited to Monday through Saturday between the hours of 7:00 a.m. and 5:00 p.m.
- Loading and unloading activity shall be restricted to after 8:00 a.m., Monday-Saturday.

	Potentially Significant Mitigated	Potentially Significant Unless Impact	Less Than Significant Impact	No Impact
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**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)?
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The proposed project will not include the construction or demolition of any existing housing, thereby not displacing any existing residents, and the proposed project will not result in impacts to population and housing.

	Potentially Significant Mitigated	Potentially Significant Unless Impact	Less Than Significant Impact	No Impact
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**XIV. PUBLIC SERVICES:**

- a. 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 objective for any of the public services:

Fire protection?

Police protection?

Schools?

Parks?

other public facilities?

The site is currently served by public services within the City of San Marcos. The expansion of the operation into the Hoover-Taylor operation will result in a nominal change that is a less than significant impact to public services, including police and fire. To ensure that this nominal impact does not result in a cumulative effect, the project will be required to annex for an assessment of the lease area on the Hoover-Taylor property to the Community Facilities Districts to mitigate for public services as outlined below.

**Mitigation Measure:**

- The property owner and/or applicant shall submit separate petitions to annex into and establish with respect to the property, the special taxes levied by the following community facilities districts: CFD 98-01, Improvement Area No. 1, Police; CFD 2001-01, Fire and Paramedic; CFD 98-02, Lighting and Landscaping.

	Potentially Significant Unless Mitigated	Potentially Significant Unless Impact	Less Than Significant Impact	No Impact
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**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?

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?

The proposed project will not create additional impact on recreational resources as the project is expansion to their existing business operation to allow additional storage and another access.

	Potentially Significant Unless Mitigated	Potentially Significant Unless Impact	Less Than Significant Impact	No Impact
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**XVI. TRANSPORTATION/TRAFFIC: Would the project:**

a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

b) Exceed, either individually or cumulatively, a level of service standard established by the county

congestion management agency for designated roads or highways?

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?

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

e) Result in inadequate emergency access?

f) Result in inadequate parking capacity?

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?

The project site is currently served by Twin Oaks Valley Road and Borden Road. The CUP modification request is to also use Windy Way for an exit only from the KRC operation. Windy Way along the expansion area frontage is an industrial collector that is designed to accommodate the weight load of the trucks used by KRC Rock, and its contractors/clients.

A Truck Management Plan (Appendix A) has been submitted by the applicant to outline operational standards for truck deliveries to the project site to ensure safe and orderly truck delivery and pick-up of materials to the site. Based upon the Truck Management Plan (TMP) for the proposed project which includes the use of Windy Way for an exit only for the KRC Rock operation, there are a maximum of 40 truck trips that could exit onto Windy Way from the KRC Rock site. The KRC operation was originally approved in 2001 for up to 70 truck trips. The operation with use of the expanded project area will increase the truck trips to 80 from 70 as originally approved with a redistribution of up to 40 of the truck trips from the driveways of Borden Road and Twin Oaks Valley Road to the Windy Way driveway. The TMP truck trips (20) include trips that would have been exiting onto Borden Way and traveling onto Windy Point to return back to Twin Oaks Valley, will be relocated to the Windy Way exit, resulting in less trips that pass the residential area and use the three way stop at Windy Point, providing a more direct circulation route to Twin Oaks Valley Road.

The project will include the egress of a maximum of 40 trucks onto Windy Way from the Hoover-Taylor property. Based upon the use of the American Association of State Highway and Transportation Officials (AASHTO) turn radius template for the truck size (Wheel Base-50) used by the project, there is a lane cross over to the westbound traffic from an eastbound turning truck that will result in a traffic safety impact to oncoming traffic. A measure in the form of access or right-of-way improvements to the satisfaction of the City Engineer will be required to mitigate the truck crossover into the westbound traffic lane. These improvements will require a City Construction Permit for construction within the City right-of-way.

The project proposes left-turn movements onto Windy Way. Given the short distance (approximately 80 feet) from the left turn movement to the three stop at Windy Way and Windy Point, there is a traffic safety impact. Therefore, the project will be required to limit the Windy Way egress to right-out only which will serve to mitigate this potential impact to a level below significant.

The project is developed and used for the KRC Rock operation and existing industrial development. The existing KRC Rock onsite circulation is paved. The truck access from the KRC Rock site to the Windy Way driveway is 340 feet in length and 14.5 in feet width, which will be paved to a standard compliant with the San Marcos Fire Protection District as a condition of the project. Without this improvement, the project could potentially impact emergency fire access onto the KRC Rock expansion area from Windy Way. This emergency access will serve to provide the required Fire Department access into the operation expansion area of the Hoover-Taylor property, and mitigate for the emergency access impact that would result without this improvement.

#### **Mitigation Measures:**

- Access or right-of-way improvement to Windy Way shall be constructed to the satisfaction of the City Engineer will be required to mitigate the truck crossover into the westbound traffic lane.
- Acquisition of a City Construction Permit for improvements in City right-of-way.
- The Windy Way driveway access shall be limited to right-out only.
- The truck access from the KRC Rock site to the Windy Way driveway through the expansion area (340 feet long and 14.5 feet wide) shall be paved to a standard compliant with the San Marcos Fire Protection District.

	Potentially Significant Unless Mitigated	Potentially Significant Unless Impact	Less Than Significant Impact	No Impact
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#### **XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:**

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- 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?
- 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?
- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- 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 projects projected demand in addition to the providers' existing commitments?

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The project will rely on existing utilities and service systems in the project area, and no further impact will result.

Potentially Significant Unless Mitigated	Potentially Significant Unless Impact	Less Than Significant Impact	No Impact
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### **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?

The project site and area is developed and there are no known biological or cultural resources on the site, and therefore the project will not 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.

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 probably future projects)?

The project does have impacts that are individually limited, but cumulatively not considerable, as the project site does not involve new construction. Although the Negative Declaration analysis does identify potentially significant impacts that could result from the project, any such impact will be mitigated to below a level of significance thereby insuring that impacts are not cumulatively considerable.

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

The project will be mitigated and conditioned to ensure that impact areas of concern such as hazards, i.e., emergency access, traffic impacts, i.e., traffic safety and truck load, noise, and public services are fully mitigated to below a level of significance and will not cause substantial adverse effects on human beings, either directly or indirectly.

## APPENDIX A

### KRC ROCK TRUCK MANAGEMENT PLAN

KRC Rock Inc will use the following operational standards for all truck deliveries to and from the KRC Rock site and the northern storage lot. For the purposes of this plan, the definition of "truck" will be a vehicle or combination of vehicles with a combined gross weight capacity of 26,000 pounds or greater, owned and operated by KRC Rock or a commercial carrier, that is making deliveries to KRC Rock, or picking up materials for delivery to customers of KRC Rock.

This document will serve as the Truck Management Plan to ensure safe, orderly and timely delivery of all materials and goods to and from said properties. This plan shall be enforced by the On-site manager and clearly states the proper routes for truck traffic and hours of operation. The attached Exhibit "A" outlines access points (ingress and egress) points for all truck deliveries.

- I. Truck deliveries shall be scheduled between the hours of 7am and 5pm Monday thru Saturday. On Saturdays only, no boulders or bulk materials can be dropped, moved or placed before 8am. No truck deliveries shall be scheduled on Sundays.
- II. Truck drivers shall enter KRC Rock from either Borden Road (Ingress/Egress A) or Twin Oaks Valley Road (Ingress/Egress B) for product delivery. No delivery trucks shall enter from Windy Way (Egress C). (Label on Exhibit A)
- III. All dispatchers shall inform KRC Rock drivers of the operational standards detailed in this Truck Management Plan and the attached exhibits. All dispatchers shall take extra care in identifying the address for all first time vendor drivers to the site. A copy of the Truck Management Plan shall be provided to all KRC drivers for review and signature in advance of conducting deliveries to the site. All agreements shall be kept on file on site at 700 N. Twin Oaks Valley Road, and available upon request during any City staff site inspection. {As previously discussed in our meeting many first time vendor delivery drivers to the site have no way to be contacted other than by phone or dispatch so getting them information prior besides the proper address is impossible.)
- IV. In the event that trucks arriving from out of the area arrive during non operational hours, a staging area (Exhibit B) on the KRC property accessed from the Twin Oaks Valley Road entrance will be available for non-KRC Rock trucks arriving during closed hours.
- V. All truck drivers shall adhere to the truck circulation identified in Exhibit "A".
- VI. All truck drivers shall operate in a courteous manner to pedestrians, vehicles and surrounding neighbors.
- VII. Only vehicles delivering non-bulk aggregate materials (ie. will be allowed to drop materials in the Northern Storage Lot When dropping materials in the Northern Storage Lot all drivers will wait to be weighed and signed out and then escorted by a KRC Rock employee to exit the site so that said employee can close and lock the gate behind the driver.
- VIII. For exiting Windy Way please refer and adhere to the California Commercial Driver's Handbook that demonstrates how to make a right turn onto a street to avoid impeding westbound traffic on Windy Way. Drivers will be instructed when exiting Windy Way to enter the street only when able to continue without impeding traffic from either direction. Said motions and safety procedures shall also be followed for the right turn movement from eastbound Windy Way onto southbound Twin Oaks Valley Road.

The under signed hereby acknowledges that they have read and understand the aforementioned

operational policies set forth in this document. KRC Rock employed drivers found to be in violation of this Traffic Management Plan shall be subject to disciplinary action to be implemented by KRC Rock management.

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KRC On-Site Manager  
Print Name

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Delivery Personnel  
Insert Name Line

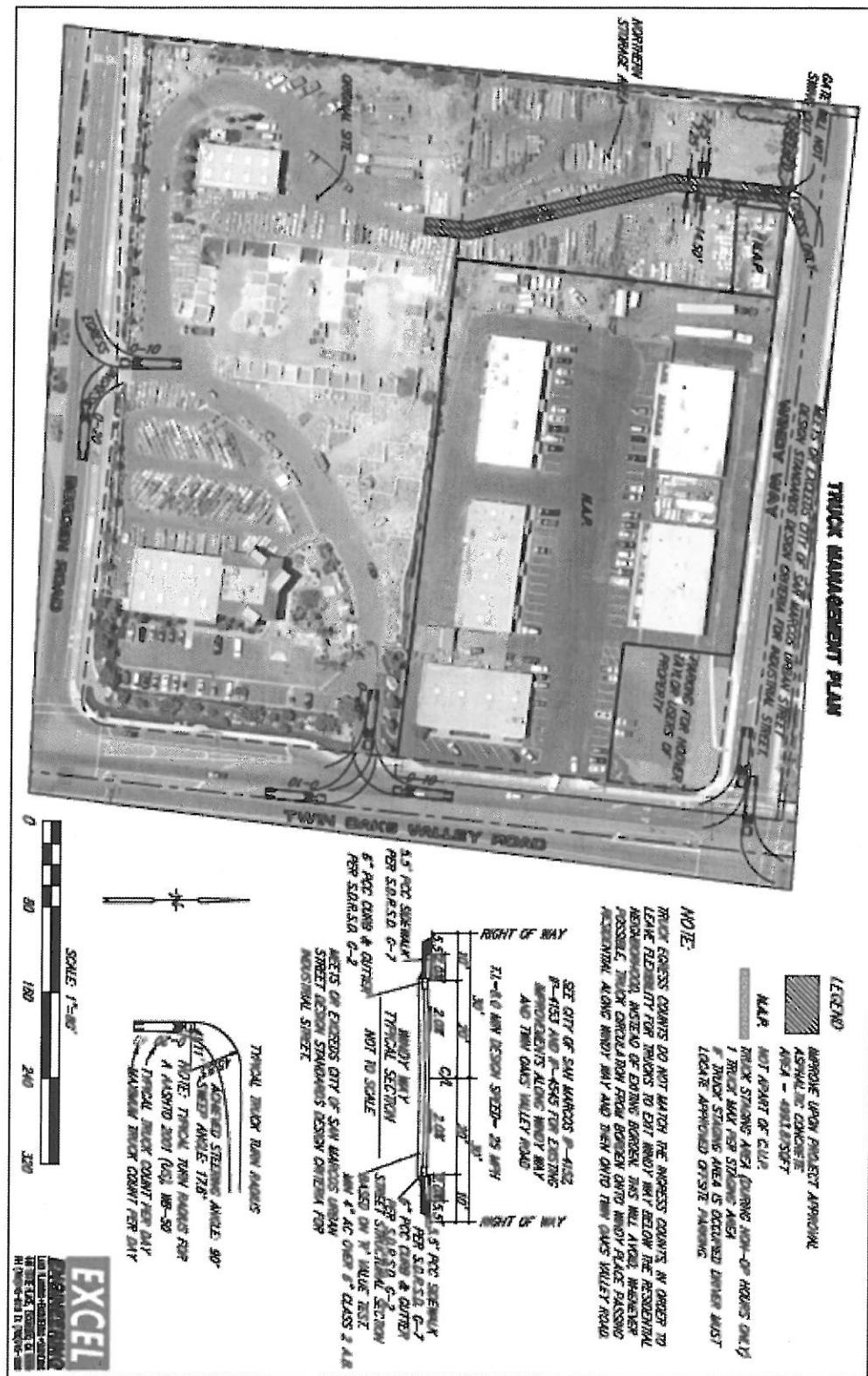


EXHIBIT B'

