



CITY OF SANTA MARIA
INITIAL ENVIRONMENTAL STUDY
MITIGATED NEGATIVE DECLARATION
APRIL 2021

**MANRIQUEZ COMMERCIAL GENERAL PLAN AMENDMENT (GPA) AND
REZONE PROJECT, GPZ2020-0002**

PROJECT SUMMARY

Project Description	General plan amendment and rezone to allow for future development of commercial and office uses on two parcels totaling 6.74 acres.
Location	1429 and 1441 South Blosser Road
Assessor's Parcel No.	117-240-024, 117-240-025
General Plan Designation	Existing: General Industrial (GI) Proposed: Community Commercial (CC)
Zoning	Existing: General Manufacturing (M-2) Proposed: Planned Development – General Commercial (PD/C-2)
Size of Site	6.74 acres
Present Use	Office and industrial uses
Proposed Uses	N/A – GPA and Rezone only
Access	Existing: Two access points from South Blosser Road and two access points from La Brea Avenue Proposed: N/A – GPA and Rezone only
Surrounding Uses/Zoning	
North	Agricultural processing facility – General Manufacturing (M-2)
South	Single family residential neighborhood, vacant lot – Planned Development/Small Lot Single Family Residential (PD/RSL-1), Planned Development/Convenience Center (PD/CC)
East	Agricultural fields – Planned Development/Convenience Center (PD/CC), Planned Development/High Density Residential (PD/R-3), Planned Development/Single Family Residential (PD/R-1) in the Blosser Southeast Specific Plan
West	Paper and packing supplier, agricultural processing facility – General Manufacturing (M-2)
Parking	N/A – GPA and Rezone only

Setbacks	N/A – GPA and Rezone only
Height	N/A – GPA and Rezone only
Building Coverage	N/A – GPA and Rezone only
Landscape Area	N/A – GPA and Rezone only
Storm Water Retardation	N/A – GPA and Rezone only
Fencing	N/A – GPA and Rezone only
Related Files/Actions	None
Applicant/Agent/Owner	Applicant: Manriquez Commercial Agent: Brian Schwartz, Urban Planning Concepts
Procedure	Planning Commission consideration and action regarding a mitigated negative declaration of environmental impacts for a General Plan Land Use and Zoning Map Amendment.

GENERAL AREA DESCRIPTION:

The project site is located in the western portion of the city of Santa Maria, northwest of the intersection of La Brea Road and Blosser Road. The project site consists of two parcels, approximately 4.79 acres (Parcel One) and 1.95 acres (Parcel Two) in size, Assessor's Parcel Numbers (APN) 117-240-024 and 117-240-025, respectively.

ENVIRONMENTAL SETTING:

The project site is currently developed with office and industrial uses and has two existing vehicular access points off La Brea Avenue and two existing vehicular access points off South Blosser Road.

The project site currently supports manufacturing and office land uses. Parcel One contains multiple existing buildings, including a 4,550-square-foot office building built in 2013; a 9,500-square-foot vehicle repair shop built in 2013; a 3,059-square-foot pole barn built in 1966; and an approximately 6,000-square-foot warehouse built in 1963 with an attached 3,000-square-foot office built in 1978. Parcel Two contains an 8,940-square-foot warehouse with an attached 1,452-square-foot office built in 1966 and an attached 3,990-square-foot storage shed built between 1966 and 1978, which is currently leased to Streater Pipe and Supply, a plumbing supply store.

PROJECT DESCRIPTION:

The project proposes to change the current general plan land use designation of both parcels from General Industrial (GI) to Community Commercial (CC) and the current zoning designations from General Manufacturing (M-2) to Planned Development – General Commercial (PD/C-2). This change would allow for future development of public-oriented commercial retail uses on the project site where currently only manufacturing and office uses are allowed.

The Planned Development (PD) overlay district is intended to provide for development of land in conformance with the *City of Santa Maria General Plan* by permitting a flexible design approach to the development of a community environment equal to or better than that resulting from traditional lot by lot development. The PD overlay district is intended to accommodate various types of development and combinations of uses that can be appropriately made a part of a total planned development, in accordance with the general plan. Zoning designation PD/C-2 would permit commercial and office uses, using the C-2 designation as a guide, and would be subject to the provisions and limitations of the approved planned development permit. Zoning designation PD/C-2 would also permit efficiency unit projects, subject to the regulations of City Municipal Code Chapter 12-52 and subject to the approval of a planned development permit by the Planning Commission.

No development project application has been submitted for the project site to date; however, the project applicant has provided a conceptual plan for the demolition of all buildings on-site (except the 4,550-square-foot office building located in the southwest corner of the project site, which would remain) and a conceptual plan for potential future development of a mix of commercial, retail, and office uses within seven new buildings. The conceptual development plan includes potential development of a single-story 10,478-square-foot commercial retail building, two two-story buildings with 10,280 square feet of commercial retail uses on the first floor and 8,000 square feet of commercial/office uses on the second floor, a 2,700-square-foot drive-thru coffee shop, a 1,658-square-foot gas station (six pumps), a 970-square-foot carwash facility, and a two-story building with 10,748 square feet of commercial retail uses on the first floor and 8,000 square feet of commercial/office uses on the second floor. No residential uses, including efficiency units, are proposed in the conceptual development plan.

PROJECT REVIEW:

The environmental impacts associated with the development of the site were determined using the City of Santa Maria Staff Project Environmental Checklist (attached), on-site inspection, various computer models, information provided by the applicant, and technical studies prepared for the project. Potentially significant adverse environmental impacts were identified in the areas of Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Noise, Transportation, Tribal Cultural Resources, and Mandatory Findings of Significance.

Based on the above-mentioned sources, no adverse impacts were identified associated with Aesthetics, Agriculture and Forest Resources, Energy, Geology and Soils, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, Utilities and Service Systems, or Wildfire.

IMPACT SUMMARY TABLE

	Proposed Project
Size of Site	6.74 acres
Size of Buildings	N/A – GPA and Rezone only
Water Demand ⁽¹⁾	N/A – GPA and Rezone only
Sewage Generation ⁽¹⁾	N/A – GPA and Rezone only
Average Daily Trips ⁽²⁾	Approximately 5,060
P.M. Peak Trips ⁽²⁾	Approximately 255
<u>Unmitigated</u> Long Term Emissions: ⁽³⁾ Reactive Hydrocarbons Nitrogen Oxides	 Approximately 12.3 pounds/day Approximately 29.1 pounds/day

(1) Information provided by project applicant.

(2) Rancho Harvest General Plan Amendment Administrative Draft Transportation Impact Study, Central Coast Transportation Consultants 2021.

(3) Air Quality & GHG Emissions Modeling Report, AMBIENT Air Quality & Noise Consulting 2021.

The following discussion of the potential adverse environmental impacts includes mitigation measures which would reduce all identified impacts to a level of insignificance and are recommended to be included in the conditions of approval for the project. If the decision makers wish to delete a mitigation measure which is proposed to mitigate a significant impact, an alternative mitigation measure should be agreed to by the applicant and made part of the project. Verification that these mitigation measures have been implemented will be monitored as described in Section 8 of the City of Santa Maria's Environmental Procedures. The mitigation monitoring checklist is included at the end of this report.

Air Quality

Temporary air quality impacts are common during project construction. The SBCAPCD has not established construction emissions thresholds. Ozone precursors nitrogen oxides (NO_x) and reactive organic compounds (ROC), as well as carbon monoxide (CO), would be emitted by the operation of construction equipment while fugitive dust (PM₁₀) would be emitted by activities that disturb the soil, such as grading, excavation, and roadway and building construction.

Because Santa Barbara County violates the state standard for PM₁₀, dust mitigation measures are required for all discretionary construction activities regardless of the significance of the fugitive dust impacts based on the policies in the current Air Quality Attainment Plan. Mitigation has been identified to require implementation of fugitive dust control measures during construction activities associated with future development on-site.

Based on estimated emissions calculated via the California Emissions Estimator Model, the project would not result in the exceedance of any short-term construction threshold as recommended by SBCAPCD. However, the project would have the potential to allow for the future development of uses on-site that would result in the exceedance of SBCAPCD's operational threshold for mobile-source NO_x emissions. With consideration of the project resulting in a reduction of regional vehicle miles travelled (VMT), and mitigation requiring implementation a TDM program and provision of EV charging stations on-site, operational mobile-source NO_x emissions would be reduced below the SBCAPCD threshold and would be less than significant.

Based on proximity of the project to sensitive receptor locations and future demolition and construction activities that would occur on-site, diesel exhaust control measures recommended by SBCAPCD have been identified as mitigation to reduce potential impacts to sensitive receptors associated with short-term construction-related DPM emissions.

Demolition of structures on-site may have the potential to result in harmful asbestos or lead emissions. Mitigation has been identified to require all demolition activities to be conducted in full compliance with the procedures required by the National Emission Standards for Hazardous Air Pollutants and DTSC requirements for demolition of structures with potential for lead-based paint.

AQ-1

Dust Control Measures. During construction, the Applicant shall implement all of the applicable measures from the following list as standard dust control measures to avoid impacts associated with fugitive dust emissions:

- a. Use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible; however, reclaimed water should not be used in or around crops for human consumption.
- b. Minimize amount of disturbed area and reduce on-site vehicle speeds to 15 mph or less when traveling on unpaved surfaces.
- c. Install and operate a track-out prevention device where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt, such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.
- d. If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
- e. After clearing, grading, earth moving, or excavation is completed, treat the disturbed area by watering, revegetating, or spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible.
- f. Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (>25 mph), clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by on-site operations from becoming a nuisance or hazard.
- g. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance.
- h. All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map.

AQ-2

Transportation Demand Management. The Applicant or its designee shall submit a TDM Program for Community Development Department review and approval to facilitate increased opportunities for transit, bicycling, and pedestrian travel, as well as provide the resources, means, and incentives for ridesharing and carpooling. The following components are to be included in the TDM Program:

- a. For projects located on an established transit route, provide improved public transit amenities (e.g., covered transit turnouts, direct pedestrian access, covered bench, smart signage, route information displays, lighting, etc.);
- b. Include on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment and link on-site pedestrian walkways to adjacent off-site pedestrian walkways;
- c. Provide theft-proof and well-lighted bicycle storage facilities with convenient access to building entrances, and provide bicycle racks along main travel corridors adjacent to commercial developments;
- d. Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment;
- e. Encourage future non-commercial land uses (e.g., offices, etc.) to provide employee lockers and showers to promote bicycle and pedestrian use. One shower for every 25 employees is recommended;
- f. Increase bicycle accessibility and safety in the vicinity of the project through interconnected bicycle routes/lanes, appropriate signage (e.g., share the road, etc.), and/or construction of bikeways;
- g. Encourage non-commercial land uses (e.g., offices, etc.) to provide a bicycle-share program;
- h. Promote available programs and facilities providing transportation options for residents and businesses (e.g., rideshare, bicycle share, transit, etc.);
- i. Provide on-site services to reduce the need for off-site travel, e.g., including food services, postal machines, and/or banking services; and
- j. Provide preferential parking for carpools and vanpools.

AQ-3

Electric Vehicle Charging Stations. Prior to the issuance of commercial or industrial building permits, the Applicant or its designee shall submit plans for the installation of one EV charging station for every required number of parking spaces to be “EV Capable” for nonresidential uses per the 2019 California Green Building Standards Code (Section 5.106.5.3.3), detailed below:

Total Number of Parking Spaces	Required Number of Parking Spaces to be "EV Capable"
0-9	0
10-25	1
26-50	2
51-75	4
76-100	5
101-150	7
151-200	10
201+	6% of total

Charging stations shall be located in desirable and convenient locations so as to encourage use.

AQ-4

Diesel Exhaust Control Measures. In addition to measures required by state law, the following measures shall be shown on all grading and building plans and implemented throughout all grading, hauling, and construction activities:

- a. Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines shall be used to the maximum extent feasible.
- b. On-road heavy-duty equipment with model year 2010 engines or newer shall be used to the maximum extent feasible.
- c. Diesel-powered equipment shall be replaced by electric equipment whenever feasible.
- d. Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel, should be used on-site, where feasible.
- e. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- f. All construction equipment shall be maintained in tune per the manufacturer's specifications.
- g. The engine size of construction equipment shall be the minimum practical size.
- h. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- i. Construction worker trips shall be minimized by encouraging carpooling and by providing for lunch on-site.

AQ-5

Prior to initiation of demolition/construction activities, the applicant shall implement the following measures to reduce the risk associated with disturbance of asbestos-containing materials (ACM) and lead-coated materials that may be present within the existing structures onsite:

- a. Demolition of on-site structures shall comply with the procedures required by the National Emission Standards for Hazardous Air Pollutants (40 CFR 61, Subpart M – Asbestos) for the control of asbestos emissions during demolition activities. The Santa Barbara County Air Pollution Control District (SBCAPCD) is the delegated authority by the U.S. EPA to implement the Federal Asbestos NESHAP. Prior to demolition of on-site structures, SBCAPCD shall be notified, per NESHAP requirements. The project applicant shall submit proof that SBCAPCD has been notified prior to demolition activities to the Community Development Department.
- b. If during the demolition of the existing structure, paint is separated from the construction materials (e.g., chemically or physically), the paint waste shall be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed of in accordance with local, state, and federal regulations. According to the Department of Toxic Substances Control (DTSC), if the paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as non-hazardous construction debris. The landfill operator shall be contacted prior to disposal of lead-based paint materials. If required, all lead work plans shall be submitted to SBCAPCD at least 10 days prior to the start of demolition. The applicant shall submit proof that paint waste has been evaluated by a qualified hazardous waste materials inspector and handled according to their recommendation to the Community Development Department.

Biological Resources

The ruderal habitat and ornamental trees present within the project site provide suitable foraging and nesting habitat for a variety of bird species protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. If project construction activities are conducted between February and September, they could result in direct and indirect impacts to nesting birds, if present. Potential direct impacts to nesting birds include injury, mortality, or destruction of nests and/or eggs from the use and movement of construction equipment tree and vegetation removal. Potential indirect impacts to nesting birds include the generation of noise and dust from construction activities and the alteration of suitable nesting habitat. Mitigation Measure BIO-1 is included to minimize potential impacts to nesting migratory birds during project construction activities.

BIO-1 Site preparation, ground-disturbing, and construction activities, including tree and vegetation removal, should be conducted outside of the migratory bird nesting season (March 1 through September 31). If such activities are required during this period, the applicant shall retain a qualified biologist to conduct a preconstruction nesting bird survey no more than two weeks prior to site preparation, ground-disturbing, and construction activities and verify whether migratory birds are nesting within the project site or immediate vicinity. If nesting activity is detected, the following measures shall be implemented:

- a. The project shall be modified via the use of protective buffers, delaying construction activities, or other methods designated by the qualified biologist to avoid direct take of identified nests, eggs, and/or young protected under the MBTA and/or California Fish and Game Code.
- b. The qualified biologist shall document all active nests and submit a letter report to the City documenting project compliance with the MBTA, California Fish and Game Code, and applicable project mitigation measures, within 30 days of surveying.

Cultural Resources

According to the City Resource Management Element, the project site is designated as Archaeological Sensitivity Area 3 – Negligible Sensitivity. Nevertheless, ground disturbance associated with future construction activities have the potential to result in inadvertent disturbance of previously unknown, buried archeological deposits. Impacts are conservatively considered to be potentially significant. Implementation of Mitigation Measure CR-1 would ensure potential impacts are avoided and/or minimized.

Based on the location and low sensitivity of the project area, future development of the project site would not be expected to disturb buried human remains. In the event of an accidental discovery or recognition of any human remains associated with future development of the project site, California Health and Safety Code Section 7050.5 stipulates that no further disturbances shall occur until the County of Santa Barbara (County) Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and PRC Section 5097.98. With adherence to California Health and Safety Code Section 7050.5, which stipulates the process to be followed when human remains are encountered, as detailed in Mitigation Measure CR-2, impacts related to the disturbance of archaeological resources and human remains would be reduced to less than significant.

CR-1 Inadvertent Discovery of Archaeological Resources. In the event that any cultural resource is encountered during subsurface earthwork activities associated with future development of the project site, all construction activities within a 100-foot radius of the find shall cease and the City shall be notified immediately. Work shall not continue until a qualified archaeologist, in conjunction with locally affiliated Native American representative(s) as necessary, determines whether the

uncovered resource requires further study. Any previously unidentified resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) 523 Series forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist. Potentially significant cultural resources consist of, but are not limited to, stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features, including hearths, structural remains, or historic dumpsites.

If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan, in conjunction with locally affiliated Native American representative(s) as necessary, that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report, and file it with the Central Coast Information Center (CCIC), located at the University of California, Santa Barbara, and provide for the permanent curation of the recovered materials.

CR-2 Inadvertent Discovery of Human Remains. In the event that human remains are exposed during subsurface earthwork activities associated with future development of the project site, an immediate halt work order shall be issued, and the Community Development Department shall be notified. California Health and Safety Code Section 7050.5 requires that no further disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours.

Greenhouse Gas Emissions

The project would allow for the future development of the project site and would lead to future construction-generated GHG emissions as well as long-term GHG emissions during operation.

When amortized over an approximate 25-year project life, annual construction-generated GHG emissions would average approximately 22.7 MTCO₂e/year. With the inclusion of amortized construction GHG emissions, year 2024 operational emissions would total approximately 2,030 MTCO₂e/year (AMBIENT 2021). With continued improvements in vehicle emission standards, annual operational emissions are projected to decrease to approximately 1,835 MTCO₂e/year by year 2030. Based on an estimated 197-person service population that would serve future development uses, unmitigated operational GHG emissions would total approximately 9.3 MTCO₂e/year in 2030, which would exceed the GHG efficiency threshold of 3.3 MTCO₂e/year.

Mitigation Measure GHG-1 has been identified to require the preparation and implementation of an approved GHG emission reduction plan to include a number of GHG reduction measures to reduce project GHG emissions to the greatest extent

feasible. Mitigation Measure GHG-2 has been identified to require future development on-site to be served by Central Coast Community Energy (3CE), which began serving Santa Maria in January 2021 and has committed to providing a 100% carbon-free energy mix by 2030. Implementation of mitigation measures AQ-2 and AQ-3 would also result in a reduction of operational GHG emissions on-site through implementation of a Transportation Demand Management (TDM) program to incorporate pedestrian and bicycle facilities and other improvements to encourage customers and employees to use alternative modes of transportation, as well as encourage participation in ride share and carpool programs and installation of EV charging stations within the parking areas on-site.

Mitigation measure GHG-3 has been identified to require the purchase of off-site carbon credits from a validated source to offset remaining project GHG emissions that are in exceedance of the GHG-efficiency thresholds (if necessary). Upon implementation of mitigation measures GHG-1, GHG-2, GHG-3, AQ-2, and AQ-3, the project's contribution to cumulative GHG emissions could be reduced to less than significant and would be consistent with applicable GHG-reduction plans and policies.

GHG-1 At the time of application for land use permits for development of the project site, the applicant shall hire a qualified air quality specialist to prepare a Greenhouse Gas Reduction Plan (GGRP) that, when implemented, reduces annual GHG emissions from the development over the operational life of the proposed development. For each measure identified, the GGRP shall provide an estimated quantification of the GHG emissions reduction that would be achieved and a description of how each quantified reduction was calculated. The GGRP shall be subject to the review and approval of the Community Development Department and shall include, to the extent possible, the following measures:

- a. Include multiple-use development to reduce the need for vehicle trips, e.g., combine employment and retail uses;
- b. Design roof trusses to handle dead weight loads of standard solar-heated water and photovoltaic panels;
- c. Installation of renewable energy facilities (e.g., solar photovoltaics, wind, geothermal, biomass, biogas) sufficient to meet or exceed applicable building standards at the time of development with a goal of achieving zero net energy (ZNE) buildings;
- d. Construction of buildings that achieve energy and water efficiencies beyond those specified in the CCR Title 24 requirements;
- e. Implementation of green building practices and/or cool roofs;
- f. Installation of energy-efficient equipment and appliances exceeding California Green Building Code (CALGreen) standards in effect at the time of building permit issuance;
- g. Installation of outdoor water conservation and recycling features, such as smart irrigation controllers and reclaimed water usage;
- h. Installation of low-flow bathroom and kitchen fixtures and fittings;

- i. Installation of light emitting diode (LED) lights;
- j. Implementation of waste reduction programs that may include waste minimization, waste diversion, composting, and material reuse/recycling;
- k. Provision of incentives and outreach that promote alternative transportation and transit use to future employees and patrons;
- l. Construction of well-lit bicycle and pedestrian-oriented facilities (e.g., bicycle parking spaces, bicycle racks, bicycle lockers, etc.);
- m. Promotion of alternative fuel vehicles through preferential parking;
- n. Implementation of carbon sequestration measures;
- o. Incorporate traffic-calming modifications to project roads to reduce vehicle speeds and increase pedestrian and bicycle usage and safety;
- p. Encourage future non-retail land uses to provide employee lockers and showers to promote bicycle and pedestrian use. One shower and five lockers for every 25 employees is recommended;
- q. If the project is located on an established transit route, provide improved public transit amenities (e.g., covered transit turnouts, direct pedestrian access, bicycle racks, covered bench, smart signage, route information displays, lighting, etc.);
- r. Encourage non-commercial land uses to provide a bicycle-share program;
- s. Encourage 15% of fleet vehicles owned by non-commercial land uses to be ZEVs;
- t. Encourage a neighborhood EV/carshare program for the development;
- u. Meet or exceed applicable building standards at the time of development for providing EV charging infrastructure;
- v. Meet or exceed applicable building standards at the time of development for building energy efficiency with a goal of achieving ZNE buildings;
- w. Meet or exceed applicable building standards at the time of development for utilizing recycled content materials;
- x. Meet or exceed applicable building standards at the time of development for reducing cement use in the concrete mix as allowed by local ordinance and conditions;
- y. Meet or exceed applicable building standards at the time of development for the use of greywater, rainwater, or recycled water;
- z. Meet or exceed applicable building standards at the time of development for using shading, trees, plants, cool roofs, etc. to reduce the “heat island” effect; and
- aa. All built-in appliances shall comply with California Title 20, Appliance Efficiency Regulation.

GHG-2 At the time of development, the Applicant shall provide evidence to the Community Development Department that all buildings to be located on-site would be serviced by Central Coast Community Energy (3CE), if 3CE (or any other clean energy provider) is an available electricity service provider in the city.

GHG-3 If GHG emissions cannot be reduced below the 2030 service population efficiency threshold through implementation of the GGRP detailed in mitigation measures GHG-1 and GHG-2 detailed above, the project developer shall purchase carbon credits to offset GHG emissions until remaining project emissions are below threshold levels. Carbon credits shall be purchased from a validated source to offset annual GHG emissions or to offset one-time carbon stock GHG emissions. Purchased carbon offset credits shall be approved by Community Development Department staff prior to grading or construction permit approval. The purchase of carbon offsets does not subject the project to California's cap-and-trade program, nor is the purchase of carbon offsets required for the project if GHG emissions reductions below the service population efficiency thresholds can be met with GGRP measures.

Validated sources of carbon credits are sources that follow approved protocols and use third-party verification. At this time, appropriate offset providers include only those that have been validated using the protocols of the Climate Action Registry, Gold Standard, or Clean Development Mechanism (CDM) of the Kyoto Protocol. Credits from other sources will not be allowed unless they are shown to be validated by protocols and methods equivalent to or more stringent than the CDM standards.

Hazards and Hazardous Materials

Historic uses on the 1429 South Blosser property included a gas station and two associated underground storage tanks. Historic uses on the 1441 South Blosser Road property included industrial engine and equipment repairs as well as hydrocarbon solvent usage, the presence of a clarifier, and two underground storage tanks containing gasoline and waste oil. Based on the lack of analytical soil data from the underground storage tank removals and absence of closure letters or other agency documentation of closures, there is potential for a release from the tank locations of negatively impacted soil, soil vapor, and/or groundwater beneath these areas. To address the potential for residual contamination, mitigation measure HAZ-1 has been identified to require preparation of a Phase II ESA to include soil and soil vapor testing in the area of the former underground storage tanks prior to future ground disturbance activities. If contaminated soils above applicable screening levels are identified on-site, the Phase II ESA would detail all applicable protocol and procedures for remediation and disposal and these measures shall be implemented prior to construction of new uses on-site.

Historic uses on the 1441 South Blosser Road property also included Jesse Manriquez, which was associated with a clean-up of contaminated soils in 2002 and a reported incident of contaminated soils in 2014. Mitigation measure HAZ-1 has been identified to require a follow-up soil investigation and testing to determine whether the contaminated soil was removed effectively pursuant to current regulatory thresholds. If these areas are found to have levels of contaminated soils above current screening thresholds, they are required to be remediated and disposed of in compliance with applicable regulatory standards.

The northern border of the project site is adjacent to a rail spur of the Santa Maria Valley Railroad. Railroads can be sources of releases of hazardous materials to the environment through application of vegetation control chemicals and possible spills of railcar contents, which could result in an environmental hazard on-site. Mitigation measure HAZ-1 has been identified to require testing soils in the vicinity of the rail spur for Total Petroleum Hydrocarbons (TPH), metals, polyaromatic hydrocarbons, and chlorinated herbicides.

The project would allow for the future grading and development on a project site located adjacent to South Blosser Road, a primary arterial roadway. Aerially deposited lead (ADL) from the historical use of leaded gasoline, exists along roadways throughout California. Based on the historic and current levels of traffic along South Blosser Road, there is a potential for elevated concentrations of lead as a result of ADL within areas adjacent to the roadway. Mitigation measure HAZ-2 has been identified to require soil sampling be conducted on the areas of the project site in proximity to South Blosser Road and implementation of proper abatement actions if elevated concentrations of ADL or other roadway contaminants are detected.

The Santa Maria City Fire Department (SMFD) has reviewed the project and commented that the SMFD would not support the future development of any residential uses on the project site due to the life and safety concerns of placing those uses adjacent to or downwind of an industrial site that uses anhydrous ammonia. Therefore, Mitigation Measure HAZ-3 has been identified to restrict the future development of any residential land uses on-site as long as the site is located adjacent to industrial sites that use anhydrous ammonia. Therefore, potential impacts associated with creation of a hazard to the public or the environment from reasonably foreseeable upset or accident conditions would be less than significant with mitigation.

- HAZ-1** Prior to demolition or ground-disturbing activities on-site, the project applicant shall retain a qualified hazardous material professional to conduct a Phase II Environmental Site Assessment to include at a minimum, the following actions:
- a. Pressure washing of the building materials located north of the building at 1429 South Blosser Road and disposal of the rinsate (pesticide-containing water) per applicable County Environmental Health and Department of Toxic Substances Control standards, OR testing of the building materials and disposal in accordance with applicable rules and regulations if elevated concentrations of chemicals are detected;

- b. Soil and soil vapor testing in the area of the two former underground storage tank locations on the 1429 South Blosser Road property previously owned by Viker Tractor and the two former underground storage tank locations on the 1441 South Blosser Road property previously owned by Cal Maria Engines & Equipment Inc.
- c. Conduct a follow-up soil investigation to determine where contaminated soil was removed from and whether the contaminated soil identified in 2002 on the 1441 South Blosser Road property was removed properly pursuant to current regulatory thresholds.
- d. Conduct additional soil sampling and environmental testing for hazardous materials and petroleum products in the area of reported soil contamination on the 1441 South Blosser Road property, as documented in 2014.
- e. Conduct soil sampling and environmental testing within 20 feet of the rail spur for Total Petroleum Hydrocarbons (TPH), metals, polyaromatic hydrocarbons, and chlorinated herbicides.

If contaminated soils above applicable screening levels are identified on-site, the Phase II ESA shall describe and implement all applicable protocol and procedures for remediation and disposal and these measures shall be implemented prior to construction of new uses on-site.

HAZ-2

Prior to issuance of construction permits, soil sampling shall be conducted in project site areas in proximity to South Blosser Road where soil disturbance or excavation is proposed for the presence of hazardous materials, including aerially deposited lead (ADL) and hydrocarbons. Soil sampling shall be conducted by a licensed geologist or other qualified professional as approved by the City. ADL sampling shall focus on unpaved areas and formerly unpaved areas within the right-of-way and shall be conducted in accordance with the California Department of Transportation (Caltrans) Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils. Analytes to be targeted should include gasoline-, diesel-, and oil-range hydrocarbons; volatile organic compounds; and fuel oxygenates. If contaminated soil is present, the appropriate abatement actions shall be implemented in accordance with applicable Caltrans Standard Special Provisions and other applicable standards.

HAZ-3

For the life of the project, no residential land uses shall be permitted to be developed within the project site as long as land uses directly adjacent to the project site utilize anhydrous ammonia in their operations systems. In the event that adjacent land uses decommission their use of anhydrous ammonia and residential land uses are proposed on-site, City staff shall conduct subsequent environmental review of the permit application.

Noise

Potential future development of the project site would result in a temporary increase in noise levels associated with demolition and construction activities, equipment, and vehicle trips. Demolition and construction noise would be variable, temporary, and limited in nature and duration. Due to the close proximity of the project site to nearby sensitive residential uses, future development of the project site may have the potential to exceed City noise standards for these uses. The City Noise Element identifies a measure that states hours of construction activity shall be limited in residential areas in order to reduce the intrusion of noise in the early morning and late evening hours, and on weekends and holidays. Mitigation Measures N-1 and N-2 have been identified to limit construction hours, control construction noise through the provision of mufflers and regular maintenance of all equipment, and locate staging areas at the greatest distance from sensitive receptors, as feasible.

Upon completion of future construction activities, future development of the project site would include operation of retail commercial uses allowed under the proposed PD/C-2 zoning designation. Commercial retail uses would contribute vehicle noise from employee trips, customer vehicle trips, and noise associated with delivery vehicles. The project would allow for the future development of uses that would have the potential to result in a long-term increase in ambient noise levels, such as a car wash facility, as identified on the conceptual development plan. Such a facility would have the potential to operate substantial noise-generating equipment including dryer systems, washing equipment, and vacuums. Depending on where such a use could be located within the site, future development of a carwash could have the potential to result in an exceedance of the ambient interior and/or exterior noise standards for proximate residential uses during operation. Mitigation measure N-3 has been identified to require the preparation of a noise study if a car wash facility is proposed on-site. The noise study shall evaluate the potential for the proposed facility to exceed interior and exterior ambient noise standards set forth in the City Noise Element and identify the necessary noise attenuation measures/technology needed to avoid exceedance of the City's noise standards.

N-1 During construction of any future development within the project parcel, construction activity shall be limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 5:00 p.m. on Saturdays in accordance with the City Noise Element. No noise-generating construction activities are allowed to occur on Sundays or state or federal holidays. Construction equipment maintenance shall be limited to the same hours. Non-noise-generating construction activities without mechanical equipment are not subject to these restrictions.

N-2 During construction of any future development within the project parcel, all equipment shall be properly maintained to ensure that no additional noise, due to worn or improperly maintained parts, is generated. Stockpiling and vehicle staging areas shall be located as far as practical from sensitive noise receptors. Every effort shall be made to create the greatest distance

between noise sources and sensitive receptors during construction activities.

- N-3** If a car wash facility is proposed on-site, at the time of application for land use permits, a noise study shall be prepared to evaluate the potential for the proposed identify noise attenuation measures and/or technology necessary to maintain acceptable ambient noise levels of the surrounding land uses per the City's current Noise Element policies, as necessary. The report shall be subject to the review and approval of the Community Development Department and recommendations in the report shall be incorporated into any future car wash project to ensure ambient noise levels would be maintained consistent with the City Noise Element policies in effect at the time of permit application.

Transportation

The project includes the rezone of the approximately 6.74-acre site to allow for the future development of uses allowed within the PD/C-2 zone, such as commercial retail and office uses, drive-thru coffee shop, and carwash identified in the conceptual development plan. These uses would have the potential to attract a substantial increase of employees and customers traveling to and from the project site. Therefore, mitigation measure TR-1 has been identified to require the project applicant to coordinate with the Public Works Department to determine the project applicant's fair share contribution to the development of a Class I Bike Path and Class II Bike Lane to be located along the western side of South Blosser Road from La Brea Avenue to the north to Stowell Road (the next major intersection).

The Blosser Road/La Brea Avenue intersection currently has pedestrian signals with no marked crosswalks. Based on the increased pedestrian and vehicle traffic that could be generated by the future development of commercial uses on the project site, mitigation measure TR-2 has been identified to require installation of a crosswalk on the west leg of the South Blosser Road/La Brea Avenue intersection to improve pedestrian safety at that location. Upon implementation of mitigation measures TR-1 and TR-2, the project would be consistent with the Santa Maria Bikeway Master Plan and the City Circulation Element.

Based on an evaluation of existing and conceptual driveway configurations, it was determined that while left turns into the project site from Blosser Road would operate acceptably under existing and cumulative plus project conditions, allowing left turns from the project site to Blosser Road would result in unacceptable operations and would increase the likelihood for vehicle collisions at this location. Therefore, mitigation measure TR-3 has been identified to restrict potential future driveway configurations on-site to prohibit outbound left turns from the project site onto Blosser Road.

In addition, potential future driveway configurations could include locating a new driveway along Blosser Road within the influence area of the South Blosser Road and La Brea Avenue intersection, as shown within the conceptual development plan. In order to demonstrate consistency with applicable AASHTO standards and reduce the potential for vehicle/cyclist/pedestrian collisions at this location, mitigation measure TR-

4 has been identified to require any future proposed driveways located within the intersection influence area to be moved outside of the intersection influence area, and if relocation is not feasible, that the driveway be restricted to right-in, right-out access only.

Upon implementation of TR-3 and TR-4, the project would not result in an increase in safety hazards due to a geometric design feature or incompatible uses.

- TR-1** At the time of application for land use development permits, the project applicant shall coordinate with the Public Works Department to determine and pay their fair share contribution to extending the existing Class I Bike Path and Class II Bike Lane along the western side of South Blosser Road north to Stowell Road. The land use site plans shall also include space to accommodate these improvements.
- TR-2** At the time of application for land use development permits, the project development plans shall include a crosswalk at the western leg of the South Blosser Road/La Brea Avenue intersection.
- TR-3** At the time of application for land use development permits, on-site circulation plans shall indicate that outbound left turns from the project site onto South Blosser Road will be prohibited.
- TR-4** At the time of application for land use development permits, on-site circulation plans shall indicate that all proposed driveways are located outside of the influence area of the South Blosser Road/La Brea Avenue intersection. If avoidance of the influence area is not feasible, all driveways located within the intersection influence area shall be restricted to right-in right-out access only.

ENVIRONMENTAL RECOMMENDATION:

Based on the information available at the time of preparation this report and, without benefit of additional information which may come to light at the public hearing, the Environmental Officer recommends that a Mitigated Negative Declaration be filed for the Manriquez Commercial GPA and Rezone Project based upon information contained in File # GPZ2020-0002.

PREPARED BY:



City of Santa Maria
Community Development Department
110 South Pine Street, #101
Santa Maria, CA 93458

Handwritten signature of Cody Graybehl in blue ink.

Cody Graybehl, Environmental Analyst

3/30/21

Date

Handwritten signature of Chuen Ng in blue ink.

Chuen Ng, Environmental Officer

3/30/21

Date



CITY OF SANTA MARIA
ENVIRONMENTAL CHECKLIST / INITIAL STUDY
MANRIQUEZ COMMERCIAL GENERAL PLAN AMENDMENT (GPA)
AND REZONE PROJECT
(GPZ2020-0002)

1. Project Title and Location

Manriquez Commercial General Plan Amendment (GPA) and Rezone Project
1429 and 1441 South Blosser Road
Santa Maria, CA 93458
Assessor's Parcel Number 117-240-024 (4.79 acres) and 117-240-025 (1.95 acres)

2. Lead Agency, Contact and Preparer

City of Santa Maria
Cody Graybehl
Community Development Department
110 South Pine Street, #101
Santa Maria, CA 93458
805-925-0951, x2552
cgraybehl@cityofsantamaria.org

3. Project Sponsor's Name and Address

Julie Reynosa
Manriquez Commercial
P.O. Box 5519
Santa Maria, CA 93456

4. General Plan Designation

Existing: General Industrial (GI)
Proposed: Community Commercial (CC)

5. Zoning Designation

Existing: General Manufacturing (M-2)
Proposed: Planned Development – General Commercial (PD/C-2)

6. Brief Description of Project

The Manriquez Commercial GPA and Rezone Project (project) is a request to the City of Santa Maria (City) by Manriquez Commercial for a GPA and rezone to allow for general plan land use designation and zoning designation changes on two parcels located in the western portion of the city of Santa Maria to allow for the future development of commercial uses (Figure 1). The project site consists of two parcels, approximately 4.79 acres (Parcel One) and 1.95 acres (Parcel Two) in size, Assessor's Parcel Number (APN) 117-240-024 and 117-240-025, respectively.

Figure 1. Project Vicinity Map



Figure 2. Project Location Map



The project site is currently developed with office and industrial uses and has two existing vehicular access points off La Brea Avenue and two existing vehicular access points off South Blosser Road (Figure 2).

The project site currently supports manufacturing and office land uses. Parcel One contains multiple existing buildings, including a 4,566-square-foot office building built in 2013; a 9,500-square-foot vehicle repair shop built in 2013; a 3,059-square-foot pole barn built in 1966; and an approximately 6,000-square-foot warehouse built in 1963 with an attached 3,000-square-foot office built in 1978. Parcel Two contains an 8,940-square-foot warehouse with an attached 1,452-square-foot office built in 1966 and an attached 3,990-square-foot storage shed built between 1966 and 1978, which is currently leased to Streater Pipe and Supply, a plumbing supply store.

The project proposes to change the current general plan land use designation of both parcels from General Industrial (GI) to Community Commercial (CC) (Figures 3 and 4) and the current zoning designations from General Manufacturing (M-2) to Planned Development – General Commercial (PD/C-2) (Figures 5 and 6). This change would allow for future development of public-oriented commercial retail uses on the project site where currently only manufacturing and office uses are permitted. Table 1 provides a summarized comparison of the purpose and types of uses allowed under the existing and proposed general plan designations. Table 2 provides a summarized comparison of the building and design limits of the existing and proposed zoning designations.

Table 1. General Plan Designation Comparison

Existing General Plan Designation: General Industrial (GI)	Proposed General Plan Designation: Community Commercial (CC)
Purpose	
To provide areas for all types of heavy industrial uses, but particularly those that need to be separated from other land uses because of the impacts associated with these activities, such as heavy truck traffic, noise, odor, or dust.	To include the majority of retail uses outside the central core, particularly along the lineal development corridors which have emerged. The majority of these uses would be geared to the areawide market.
Example Types of Permitted Uses	
• Boat manufacturing • Heavy equipment assembly • Welding operations • Sheet metal fabrication • Storage of flammable liquid in underground tanks¹ • Administrative or executive offices when incidental and accessory to primary industrial or manufacturing uses permitted in the zone	• Home improvement stores • Furniture sales • Secondhand sales • Brake repair shops • Muffler shops • Dental laboratories • Medical clinics • Hotels and motels • Light equipment rentals • Beauty shops • Efficiency Unit Projects²
Corresponding Zoning	
M-2, PD (Planned Development) overlay	C-1, C-2, PD (Planned Development) overlay

¹ Subject to fire marshal approval.

² Subject to Chapter 12-52 of the City Municipal Code. Source: City of Santa Maria 2018

Table 2. Zoning Designation Comparison

	Existing Zoning: M-2 General Manufacturing	Proposed Zoning: C-2 General Commercial with a PD Planned Development Overlay
Front Yard Setback	20 feet	None ²
Side Yard Setback	None ¹	None ²
Rear Yard Setback	None ¹	None ²
Height ³	40 feet	70 feet ³
Parking	1 space for each 520 square feet of floor area for manufacturing and processing; 1 space for each 260 square feet of floor area of administrative office	1 space for each 260 square feet of general office and retail gross floor area ⁴
Landscaping	15% of site area	15% of site area

¹ Unless adjacent to residential district or street, then setback to adjacent "R" district is 10 feet. The project site is not directly adjacent to a residential district; therefore, no front yard setback would be required.

² Unless adjacent to residential district or street, then setback is 10 to 40 feet, depending on building height. The project site is not directly adjacent to a residential district; therefore, no setback would be required.

³ In addition to all other requirements of this Code, no building or structure in excess of seventy (70) feet shall be constructed on a lot or parcel of land in the C-2 district unless the applicant first obtains written authorization from the City of Santa Maria Fire Department demonstrating the City's capability to respond to a fire in that building or structure. A conditional use permit or a planned development permit shall be required for any building or structure in excess of forty (40) feet when adjacent to a residential zoning district. Properties separated by streets or alleys are considered to be adjacent.

⁴ Restaurants, cafes, nightclubs, bars, and cocktail lounges with seats or tables, shall provide a minimum of 1 space for each 65 square feet of floor area used for public accommodation, plus 1 space for each 260 square feet of remaining gross floor area;

^{4b} Food businesses with or without seats or tables and which provide a single accessory food item such as donuts, ice cream, or yogurt and do not provide a delivery service or a drive-thru window, shall provide a minimum of 1 space for each 260 square feet of gross floor area.

^{4c} Restaurants or food businesses with drive-up (car hop service), drive-thru windows, or delivery service shall provide a minimum of 10 spaces plus 1 space for every 105 square feet over 1,000 square feet of gross floor area. Restaurants with drive-up windows may be given parking credit at the rate of ½ space for every 24 linear feet of drive-up lane, not to exceed a credit of 3 spaces.

^{4f} Convenience stores, which sell alcoholic beverages and prepared food, shall provide a minimum of 1 space for each 210 square feet of floor area.

The Planned Development (PD) overlay district is intended to provide for development of land in conformance with the *City of Santa Maria General Plan* by permitting a flexible design approach to the development of a community environment equal to or better than that resulting from traditional lot by lot development. The PD overlay district is intended to accommodate various types of development and combinations of uses that can be appropriately made a part of a total planned development, in accordance with the general plan. Zoning designation PD/C-2 would permit commercial and office uses, using the C-2 designation as a guide, and would be subject to the provisions and limitations of the approved planned development permit. Zoning designation PD/C-2 would also permit efficiency unit projects, subject to the regulations of City Municipal Code Chapter 12-52 and subject to the approval of a planned development permit by the City Planning Commission.

The term “efficiency unit” refers to a residential dwelling unit consisting of no more than 519 square feet of floor area, with a “large efficiency unit” consisting of a residential unit between 400 and 600 square feet of floor area. An efficiency unit project consists of five or more efficiency units permitted in certain commercial areas through application for, and approval of a planned development permit. City Municipal Code Chapter 12-52 establishes required standards applicable to efficiency unit projects, including the inclusion of a caretaker’s residence and provision of parking spaces, landscaping, common interior area(s), and recreational amenities (City of Santa Maria 2018).

Figure 3. Existing General Plan Designations



Figure 4. Proposed General Plan Designations

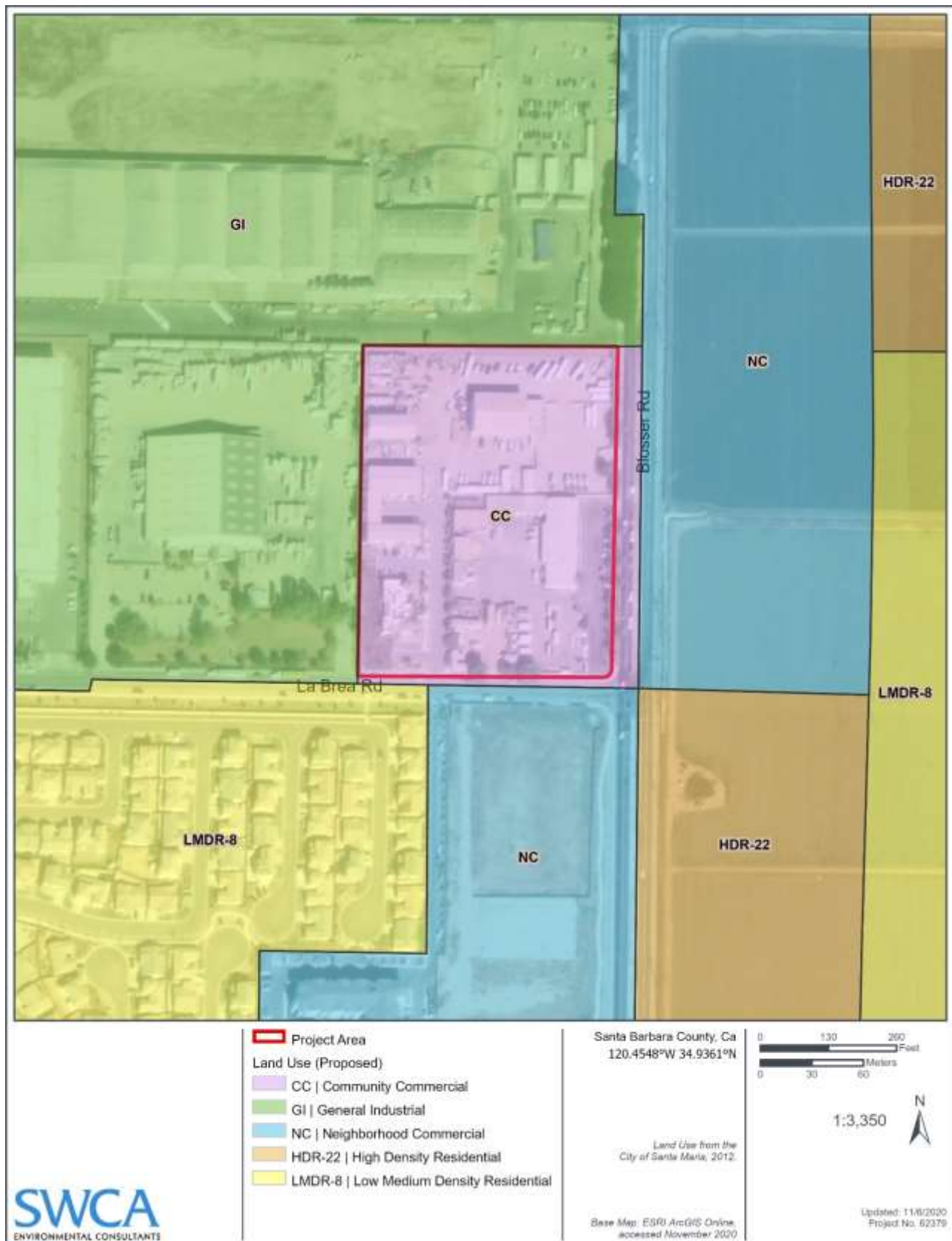


Figure 5. Existing Zoning Designations

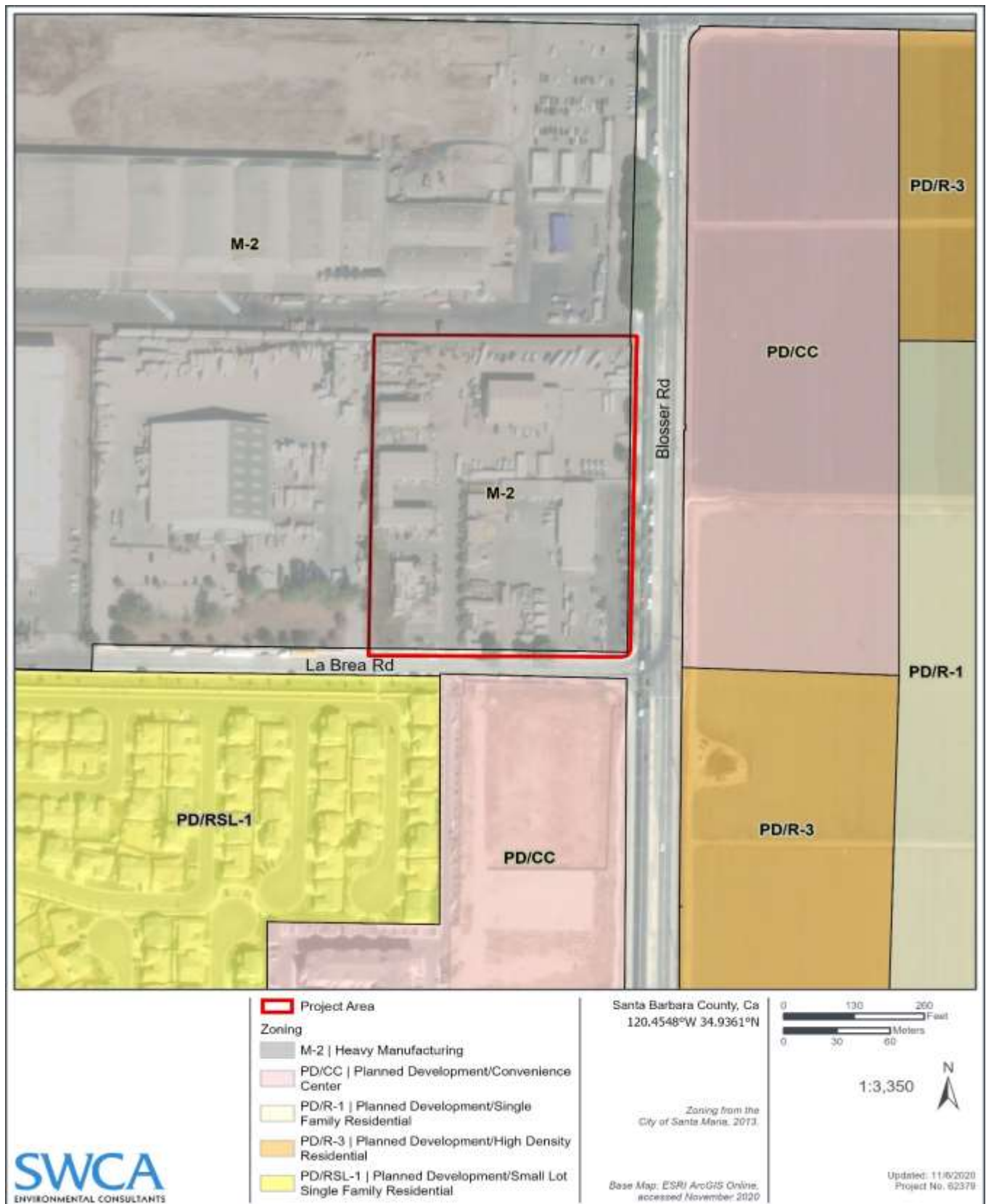


Figure 6. Proposed Zoning Designations



In addition to the PD overlay, approval of mixed-use projects on-site may be proposed through a planned development permit application, subject to the approval of the City Planning Commission or City Council, and in compliance with City Municipal Code Section 12-49. Under the proposed PD/C-2 zoning and subject to the approval of a planned development permit, Open Space (OS), Medium-Density Residential (R-2), High-Density Residential (R-3), Commercial Office and Professional Office (CPO), Community Commercial (CC), and Central Business (C-1) designations would be allowed to be developed on-site as secondary uses to the primary C-2 zone. Section 12-49 establishes that Light Manufacturing (M-1) uses would be subject to approval of a Conditional Use Permit.

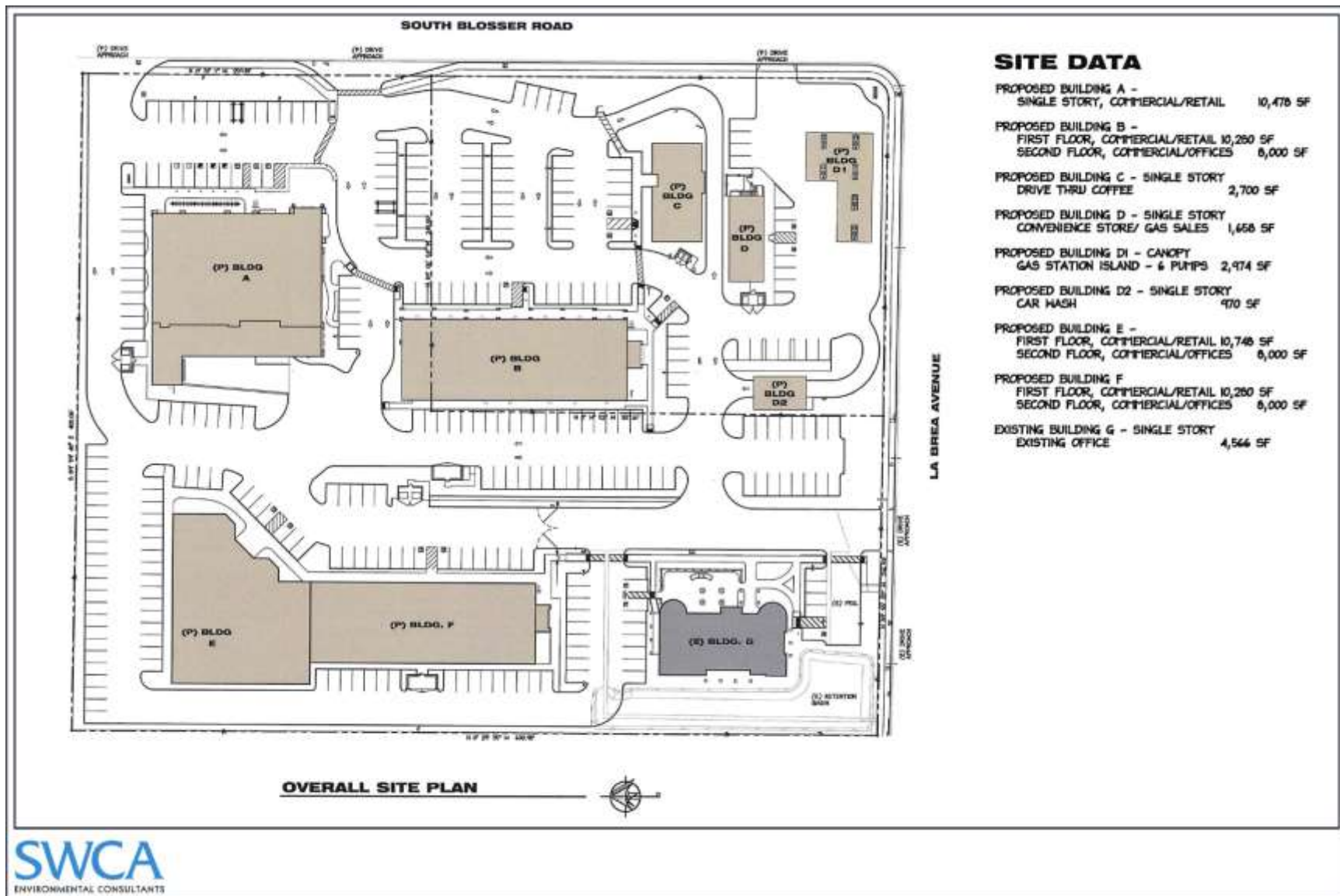
No development project application has been submitted for the project site to date; however, the project applicant has provided a conceptual plan for the demolition of all buildings on-site with the exception of the 4,550-square-foot office building located in the southwest corner of the project site, and the potential future development of a mix of commercial, retail, and office uses within seven new buildings. The conceptual development plan includes potential development of a single-story 10,478-square-foot commercial retail building, two two-story buildings with 10,280 square feet of commercial retail uses on the first floor and 8,000 square feet of commercial/office uses on the second floor, a 2,700-square-foot drive-thru coffee shop, a 1,658-square-foot gas station (six pumps), a 970-square-foot carwash facility, and a two-story building with 10,748 square feet of commercial retail uses on the first floor and 8,000 square feet of commercial/office uses on the second floor. No residential uses, including efficiency units, are proposed in the conceptual development plan. A summary table of the conceptual plan land uses and buildings is provided in Table 3 and Figure 7.

Table 3. Conceptual Development Plan Summary

Building	Use	Floor Area (square feet)
A	Commercial retail	10,478
B	First floor – Commercial retail Second floor – Commercial/offices	10,280 8,000
C	Drive-thru coffee shop	2,700
D1	Gas station (6 pumps)	1,658
D2	Car wash	970
E	First floor – Commercial retail Second floor – Commercial/offices	10,748 8,000
F	First floor – Commercial retail Second Floor – Commercial/offices	10,280 8,000
Total potential future development		71,114
G	Existing office building	4,566
Total on-site development		75,680

To facilitate potential future California Environmental Quality Act (CEQA) streamlining when a development project application is submitted for the site, this environmental document analyzes the potential environmental effects of possible future development projects that could be allowed by the proposed GPA and rezone, including the conceptual plan for future development of commercial, retail, office, drive-thru coffee shop, car wash, and gas station uses on-site. However, this analysis is not conducted on a project-specific level since future development plans and details may change. In addition, no residential development is currently included in the conceptual development plan and future residential development within the site is not anticipated due to the immediately adjacent industrial agricultural processing and cooling uses. Therefore, any future proposed residential uses would require additional environmental review (see Section 9, Hazards and Hazardous Materials, for a more detailed discussion).

Figure 7. Conceptual Development Plan.



7. Surrounding Land Uses and Setting

The project site is currently developed with industrial and office land uses. Surrounding land uses, general plan designations, and zoning designations are summarized in Table 4 and shown in Figures 3 and 5.

Table 4. Surrounding Land Uses, General Plan Designations, and Zoning Designations

	Land Uses	General Plan Designations	Zoning Designations
North	Agricultural processing facility (Sunrise Growers Inc.)	General Industrial (GI)	General Manufacturing (M-2)
South	Single family residential neighborhood, vacant lot	Low Medium Density Residential (LMDR-8), Neighborhood Commercial (NC)	Planned Development/Small Lot Single Family Residential (PD/RSL-1), Planned Development/Convenience Center (PD/CC)
East	Existing agricultural fields	Neighborhood Commercial (NC), High Density Residential (HDR-22), Low Medium Density Residential (LMDR-8) in the Blosser Southeast Specific Plan	Planned Development/Convenience Center (PD/CC), Planned Development/High Density Residential (PD/R-3), Planned Development/Single Family Residential (PD/R-1)
West	Paper and packing supplier (Westrock), agricultural processing facility (Lineage Logistics)	General Industrial (GI)	General Manufacturing (M-2)

8. Other Public Agencies Whose Approval is Required

N/A

1. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?			X	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Setting:

The project is located within the western portion of the city of Santa Maria, approximately 2 miles west of U.S. Route (US) 101. The topography in the project area is flat with no significant features or scenic resources within the project site or surrounding area. The project site is characterized by developed industrial and office uses with palm trees and other landscaped areas and paved areas for parking, delivery vehicles, and equipment staging (Photos 1 and 2). The project site is surrounded by industrial development to the north and west, residential development to the south, and existing agricultural fields to the east, which have been recently rezoned to allow for the future development of a residential planned development with neighborhood commercial uses.

City of Santa Maria General Plan Land Use Element Goal L.U.1 identifies the goal established by the City to maintain and improve the existing character of the community as the industrial and commercial retail center for northern Santa Barbara County and southern San Luis Obispo County. Objectives identified to achieve this goal include maintaining the City's emphasis on retail sales and establishment and maintenance of areas in which businesses may be conducted, merchandise can be sold and distributed, and public and private services can be conducted in an efficient, convenient environment with minimal impacts to adjacent land uses. Goal L.U.3 intends to promote quality urban design enhancing Santa Maria's character. Policy L.U.3 states that to achieve this goal, the City will emphasize quality urban design features in rehabilitation and new development efforts (City of Santa Maria 2011).



Photograph 1. Existing landscaping and uses on east side of project site facing south towards La Brea Avenue (September 29, 2020).



Photograph 2. Existing warehouse building on north portion of project site facing southeast (September 29, 2020).

The *City of Santa Maria General Plan Resources Management Element* identifies two objectives regarding community character. Objective 4.1.c states that the City will integrate a center focus that combines commercial, civic, cultural, and recreational uses in planning the community; implement the City's "Architectural Tower Identity Program" as conditions of project approval; and, as a continuous program, strongly encourage large commercial and industrial projects and residential subdivisions to incorporate architecturally designed tower elements into the project design. Objective 4.1.f states that the City will encourage builders to use materials and methods of construction specific to the region that exhibit continuity of history and culture to foster the development of local character and community identity (City of Santa Maria 2001).

Impact Discussion:

- a. For purposes of determining significance under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. According to the City's Resources Management Element, there are no designated scenic vistas or significant scenic resources identified in the project vicinity (City of Santa Maria 2001). The project site is relatively level and is located in an urban area within Santa Maria. Surrounding uses include industrial uses to the north and west, residential uses and a vacant lot zoned Planned Development/Convenience Center (PD/CC) to the south, and an existing agricultural field to the east that is zoned for PD/CC and residential uses. Views from the project area and adjacent roadways are not expansive, do not portray a highly valued landscape, and do not constitute a scenic vista. Therefore, the project would not result in a substantial adverse effect on a scenic vista, and impacts would be *less than significant*.
- b. The project site is located at the northwest corner of the intersection of South Blosser Road and La Brea Avenue. The nearest highways to the project site are US 101, located approximately 1 mile to the east of the project site, and State Route (SR) 166, located approximately 1 mile north of the project site. According to the City's General Plan and the California Scenic Highway Mapping System (California Department of Transportation [Caltrans] 2020), both routes are considered eligible, but not officially designated, as a State or local scenic highway. Additionally, the *Santa Barbara County Comprehensive Plan Circulation Element* (County of Santa Barbara 2011a) and *Environmental Resources Management Element* (ERME) (County of Santa Barbara 2011b) do not identify any locally significant scenic resources or local scenic highway corridors in the project vicinity; therefore, potential impacts associated with damaging scenic resources within a state scenic highway would be *less than significant*.
- c. The project is located in an urban area of Santa Maria and meets the definition of an urbanized area pursuant to CEQA Section 21071. The proposed GPA and rezoning of the parcel would allow for the potential future development of public-oriented land uses under the proposed PD/C-2 zoning designation that were not previously allowed at this location due to the existing M-2 zoning regulations and GI general plan designation. The proposed rezone of the parcel to PD/C-2 would generally require similar setback distances and landscaping requirements as the current zoning designation. The new zoning would allow for an increase in maximum allowed building height from 40 to 70 feet; however, any future development above 40 feet would require approval of a conditional use permit by the City due to the site's location adjacent to a residential zone and there are no notable scenic resources in close proximity to the site of which a 70-foot structure would block views.

Potential future development on the parcel, such as the commercial retail, drive-thru coffee shop, car wash, and professional office uses identified in the conceptual development plan, would be required to be designed in accordance with the standards and design guidelines for C-2 zoned areas and planned development overlay requirements, as detailed in the City's Zoning Ordinance. All architectural elevations, site plans, and landscape plans would be reviewed by the designated review authority for compliance with the adopted plans, policies, and ordinances of the City prior to project approval. Based on the goals and objectives set forth in the City's Land Use Element associated with emphasizing retail uses and maintaining the existing community character as an industrial and retail commercial hub, the project would be consistent with the goals and policies in the City's General Plan regarding scenic quality. Therefore, the project would not result in a conflict with applicable zoning or other regulations governing scenic quality, and impacts would be *less than significant*.

- d. The project includes the GPA and rezone to allow for the future development of public-oriented land uses permitted in the proposed PD/C-2 zoning designation. There are currently several streetlights located along the southern and eastern edge of the property within the public right-of-way that would remain in place. Future development on the project site may include outdoor lighting fixtures affixed to a structure or stand-alone; for example, if a hotel or motel is proposed, lighting may be located at building entrances and/or throughout parking areas.

Potential future development would be conditioned to comply with standard lighting requirements per the City Municipal Code, which require that light and glare onto any adjacent properties be minimized, including Section 12-32.20, which requires street and parking area lighting be directed away from residential properties. Building materials and design would be reviewed by the designated review authority for compliance with the adopted plans, policies, and ordinances of the City associated with reflectivity and glare prior to project approval. Any illuminated signs associated with future development would be required to comply with all applicable standards set forth in the City Municipal Code Chapter 12-34 – Signs. These requirements include, but are not limited to, limitations on sign area, location, and the requirement that illuminated signs shall be designed to avoid glare or reflection of light on private property in the surrounding area or public rights-of-way. Therefore, impacts would be *less than significant*.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to aesthetics; therefore, mitigation is not necessary.

2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?			X	
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?			X	

Setting:

Agriculture has historically played an important role in the economy and development of Santa Maria and the Santa Maria Valley. Soil quality, water supply, year-round growing season, and level topography have made the Santa Maria Valley one of the most productive agricultural regions in the country. A majority of the land under agricultural production within the project vicinity is located in the unincorporated areas surrounding the City. Land under agricultural production within City limits includes a small area near the Santa Maria Regional Landfill and several acres recently annexed to the City. The project site is located within a developed portion of the City that is not currently and has not historically been used for agricultural purposes.

According to California Public Resources Code (PRC) Section 12220(g), forest land is defined as land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Timberland is defined as land, other than land owned by the federal government and land designated by the State Board of Forestry and Fire Protection, as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. The project site does not support any forest land or timberland.

Impact Discussion:

- a. According to the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) Important Farmland Map for Santa Barbara County (DOC 2016), the site is mapped as Urban and Built-up Land. Urban and Built-up Land is defined as land that is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. The project site does not include any land that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as designated by the FMMP; therefore, no conversion of these lands would result from implementation of the project, and *no impacts would occur*.
- b. The project site is in a developed industrial area of the City designated as GI in the City's General Plan and zoned M-2 in the City Zoning Code (City of Santa Maria 2019). According to the City's Resources Management Element and zoning map, the project site is not designated for agriculture land use, zoned for agriculture land use, or under Williamson Act contract (City of Santa Maria 2001, 2019). Implementation of the project would not conflict with existing zoning for agricultural use, or a Williamson Act contract; therefore, *no impacts would occur*.
- c. As discussed previously, the project site is currently zoned M-2 and is located in a developed industrial area of the city. There are approximately a dozen small non-native ornamental trees on the project site used for landscaping. The project site is not currently zoned for, nor does it support, forest land or timberland. The proposed project would not conflict with forest land or timberland zoning nor does it propose a zone change that would convert existing forest or timberland zoning; therefore, *no impacts would occur*.
- d. The project proposes the GPA and rezone of the project site to allow for future development of commercial and office uses in an urbanized area of the City. Future development of uses on-site resulting from the project would likely result in the removal of existing non-native ornamental trees on-site; however, these trees do not meet the criteria to meet the definition of forest land or timberland. There is no forest land within or adjacent to the project site and the project would not result in the loss or conversion of forest land to a non-forest use; therefore, potential impacts would be *less than significant*.
- e. As discussed above, the project site does not include active agriculture; Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as designated by the FMMP; land under active Williamson Act contract; or land designated or zoned for agricultural use, forest land, or timber land. The site does not support agricultural uses and adjacent agricultural areas have been recently rezoned to allow for the future development of a residential planned development with neighborhood commercial uses. The project would not directly or indirectly adversely affect agricultural support services in the vicinity; therefore, potential impacts would be *less than significant*.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to agriculture and forest resources; therefore, mitigation is not necessary.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?		X		
b. 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?		X		
c. Expose sensitive receptors to substantial pollutant concentrations?		X		
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?		X		

Setting:

The project site is located in the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura Counties. Within the SCCAB, the air pollutants of primary concern, with regard to human health, include ozone, particulate matter (PM), and carbon monoxide (CO). Certain population groups are considered more sensitive to air pollution than others. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Sensitive receptor locations include residences, schools, hospitals, and other long-term care facilities. Sensitive land uses near the project site include residential uses located to the south and northeast, approximately 90 feet and 750 feet from potential future development activities.

Criteria Pollutant Regulation. In accordance with the California Clean Air Act, the California Air Resources Board (CARB) regulates the emission of airborne pollutants and has established ambient air quality standards for the protection of public health. Local control in air quality management is provided by CARB through multi-county and county-level Air Pollution Control Districts (APCDs). The CARB establishes statewide air quality standards and is responsible for the control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The project site is located in the Santa Barbara County portion of the SCCAB and is under jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). The SBCAPCD administers many programs under CARB review and permit authority over stationary point sources of air pollution.

Federal and state standards have been established for six criteria pollutants: ozone, CO, nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulates less than 10 and 2.5 microns in diameter (PM₁₀ and PM_{2.5}), and lead (Pb). California air quality standards are identical to or stricter than federal standards for all criteria pollutants. The SBCAPCD monitors air pollutant levels to assure that air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met or exceeded, the SCCAB is classified as being in “attainment” or “non-attainment.”

The SBCAPCD is currently designated in attainment for the federal 8-hour ozone standard of 0.070 parts per million (ppm). Effective July 1, 2020, Santa Barbara County has been designated as attainment for the state ozone standards as well. This change was initiated by the CARB at their December 2019 public hearing and it was later approved by the Office of Administrative Law (SBCAPCD 2019a). The county is designated unclassifiable/attainment for the federal PM_{2.5} standard and unclassified for the state PM_{2.5} standard. However, the county is currently in nonattainment for the state PM₁₀ standard. A summary of the county’s attainment status for National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) is provided in Table 5.

Table 5. Santa Barbara County Federal and State Criteria Pollutant Attainment Status

Ambient Air Quality Standard	Statutory Standard*	Santa Barbara County Status
Federal Standards		
8-hour Ozone Standard	0.07 ppm	Attainment
PM _{2.5} 24-hour Average Standard	35 µg/m³	Unclassified/Attainment
PM _{2.5} Annual Average Standard	12 µg/m³	
PM ₁₀ 24-hour Average Standard	150 µg/m³	Unclassified
Carbon Monoxide 1-hour Average Standard	35 ppm	Unclassified/Attainment
Carbon Monoxide 8-hour Average Standard	9 ppm	
Lead Rolling 3-month Average Standard	0.15 µg/m³	Unclassified/Attainment
Nitrogen Dioxide 1-hour Average Standard	0.10 ppm	Unclassified/Attainment
Nitrogen Dioxide Annual Average	0.053 ppm	
Sulfur Dioxide 1-hour Average Standard	0.075 ppm	Unclassified/Attainment
Sulfur Dioxide 24-hour Average Standard	0.14 ppm	
Sulfur Dioxide Annual Average Standard	0.03 ppm	
State Standards		
1-Hour Ozone Standard	0.09 ppm	Attainment
8-Hour Ozone Standard	0.07 ppm	
PM _{2.5} Annual Average Standard	12 µg/m³	Unclassified
PM ₁₀ Annual Average Standard	20 µg/m³	Nonattainment
PM ₁₀ 24-hour Average Standard	50 µg/m³	
Carbon Monoxide 1-hour Average Standard	20 ppm	Attainment
Carbon Monoxide 8-hour Average Standard	9.0 ppm	
Nitrogen Dioxide 1-hour Average	0.18 ppm	Attainment
Nitrogen Dioxide Annual Average Standard	0.03 ppm	
Sulfur Dioxide 1-hour Average Standard	0.25 ppm	Attainment
Sulfur Dioxide 24-hour Average Standard	0.04 ppm	

Ambient Air Quality Standard	Statutory Standard*	Santa Barbara County Status
Sulfates 24-hour Average Standard	25 µg/m ³	Attainment
Lead 30-Day Average	1.5 µg/m ³	Attainment
Hydrogen Sulfide 1-hour Average Standard	0.03 ppm	Attainment

Notes: ppm= parts per million, µg/m³ = micrograms per cubic meter

Source: CARB 2019

The *2019 Ozone Plan* is the ninth triennial update to the initial state Air Quality Attainment Plan adopted by the SBCAPCD Board of Directors in 1991. While attainment of the federal and state ozone standards is a significant achievement, SBCAPCD's Ozone Plan still serves as an important regulatory tool to maintain attainment status and address the many factors that threaten to increase regional nitrogen oxides (NO_x) and volatile organic compounds (VOC) emissions in the future.

SBCAPCD has not established quantitative thresholds of significance for short-term air pollutant emissions. However, the SBCAPCD recommends lead agencies to use a 25 tons/year significance threshold for construction emissions of reactive organic gases (ROG) and oxides of nitrogen (NO_x; SBCAPCD 2017).

Under APCD Rule 202 D.16, if the combined emissions from all construction equipment used to construct a stationary source which requires an Authority to Construct permit have the potential to exceed 25 tons of any pollutant (except carbon monoxide) in a 12-month period, the owner of the stationary source shall provide offsets under the provisions of Rule 804 and shall demonstrate that no ambient air quality standard will be violated.

Impact Discussion:

- a. In order to be determined consistent with the current air quality attainment plan (*2019 Ozone Plan*), the project's direct and indirect emissions must be accounted for in the growth assumptions in the *2019 Ozone Plan*, the project must be consistent with the policies adopted in the *2019 Ozone Plan*, and the project must be consistent with current SBCAPCD rules and regulations.

The *2019 Ozone Plan* identifies projected future emissions by using activity-specific growth profiles in accordance with CARB guidance. Growth profiles contain the estimated changes in the values of pollution-producing activities, known as "activity indicators." Examples of activity indicators include population, housing, and vehicle miles travelled, and the ratio of these activity indicators (relative to the base year) creates the growth factor for a specific year. Based on Table 3-1 of the *2019 Ozone Plan*, Santa Barbara County is forecasted to experience a steady increase from the base year of 2017 to 2025 and 2030 in population, housing, vehicle miles travelled (VMT), and natural gas combustion from commercial uses.

The project would allow for the future development of non-residential land uses within the project site and therefore would not result in an increase in permanent residents on the project site (see Section 9, Hazards and Hazardous Materials, regarding restriction of residential uses on-site). The project would primarily serve and employ local residents within the city and improve the city's jobs/housing balance by providing additional employment opportunities. Based on the Transportation Impact Study prepared for the project, future development of commercial and office uses on-site would have the potential to result in an overall decrease in regional VMT; therefore, the project would not contribute to the projected increase in regional VMT. Based on the City's adopted Environmental

Procedures and Guidelines, redevelopment projects that result in a net decrease in regional VMT would have a less than significant transportation impact (City of Santa Maria 2020c).

Lastly, future development of commercial and office uses, such as those identified in the conceptual development plan, would result in a marginal increase in natural gas combustion from commercial uses. However, this increase would be minimized through compliance with current building codes and would be consistent with the overall projections for the region. Therefore, the project would be consistent with the growth assumptions, plans, and policies of the 2019 Ozone Plan.

Based on SBCAPCD guidance, standard dust control measures must be implemented for any discretionary project involving earth-moving activities. Because Santa Barbara County violates the state standard for PM₁₀, dust mitigation measures are required for all discretionary construction activities regardless of the significance of the fugitive dust impacts based on the policies in the current Air Quality Attainment Plan (SBCAPCD 2017). Mitigation measure AQ-1 has been identified to require implementation of fugitive dust control measures during construction activities. Therefore, the project would be consistent with the growth assumptions and policies of the 2019 Ozone Plan and, with implementation of mitigation measure AQ-1, the project would be consistent with current SBCAPCD rules and regulations. Potential impacts would be *less than significant with mitigation*.

- b. The SBCAPCD is currently designated “attainment” for the federal 8-hour ozone standard of 0.070 parts per million (ppm). Effective July 1, 2020, Santa Barbara County has been designated as attainment for the state ozone standards as well. This change was initiated by the CARB at their December 2019 public hearing and it was later approved by the Office of Administrative Law (SBCAPCD 2020). The county is designated unclassifiable/attainment for the federal PM_{2.5} standard, unclassified for the state PM_{2.5} standard, and nonattainment for the state PM₁₀ standard.

Construction Emissions

Based on the conceptual development plan, short-term construction emissions associated with future development that would be allowed by the proposed project were estimated using the California Emission Estimator Model (CalEEMod). Emissions were quantified for demolition, site preparation, grading, building construction, paving, and architectural coating.

SBCAPCD has not established quantitative thresholds of significance for short-term air pollutant emissions. However, the SBCAPCD recommends lead agencies to use a 25 tons/year significance threshold for construction emissions of reactive organic gases (ROG) and oxides of nitrogen (NO_x; SBCAPCD 2017), as well as other criteria emissions with the exception of carbon monoxide. A comparison of estimated construction emissions and applicable SBCAPCD-recommended thresholds are provided in Table 6, below.

Table 6. Estimated Annual Construction Emissions

Year	Annual Emissions (tons/year)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2022	0.3	2.8	2.6	0.0	0.4	0.2
2023	1.0	0.3	0.4	0.0	0.0	0.0
SBCAPCD Recommended Threshold:	25	25	N/A	25	25	25
Exceeds Threshold?	No	No	N/A	No	No	No

Source: AMBIENT Air Quality & Noise Consulting (AMBIENT) 2021; Attachment A

The project would not result in the exceedance of any short-term construction threshold as recommended by SBCAPCD (AMBIENT 2021; Attachment A).

Operational Emissions

Long-term operational emissions were calculated using the CalEEMod computer program. Modeling was conducted based on traffic data derived, in part, from the traffic analysis prepared for this project (Central Coast Transportation Consulting [CCTC] 2021; Attachment B). While CalEEMod is based on 2016 building and energy efficiency standards, operational emissions were quantified to include reductions in energy and water use associated with current building standards. Emissions associated with waste generation for the proposed project were based on the current city waste-diversion rate of 60 percent. Vehicle trip-generation rates were derived from the traffic analysis prepared for this project (CCTC 2021).

Based on the SBCAPCD's Scope for Air Quality and Environmental Documents, SBCAPCD has determined that operational air quality emissions would result in a potentially significant impact if a project would:

- Emit (from all project sources, including area, stationary, and mobile sources) more than 240 lbs/day of either ROG or NO_x,
- Emit more than 80 lbs/day of PM₁₀; and/or
- Emit (from mobile sources only) more than 25 lbs/day of either ROG or NO_x.

A comparison of estimated operational emissions and applicable SBCAPCD thresholds is provided in Table 7, below.

Table 7. Estimated Maximum Daily Operational Emissions

Source	Daily Emissions (pounds/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	2.1	0.0	0.0	0.0	0.0	0.0
Natural Gas Use	0.0	0.3	0.2	0.0	0.0	0.0
Mobile Sources¹	10.2	29.1	66.0	0.1	13.4	3.7
Total	12.3	29.4	66.2	0.2	13.4	3.7
SBCAPCD Threshold (All Sources)	240	240			80	
Exceeds Threshold?	No	No			No	
SBCAPCD Threshold (Mobile Sources)	25	25				
Exceeds Threshold?	No	Yes				

¹Mobile source emissions were adjusted to reflect internal capture and pass-by trips based on the information derived from the traffic analysis prepared for this project (CCTC 2021) and include SAFE Vehicle Off-Model Adjustment Factors.

The project would allow for the future development of uses with the potential to exceed SBCAPCD's operational threshold for mobile-source NO_x emissions. The CalEEMod program was used to estimate mobile emissions after incorporating transit accessibility improvement and pedestrian network improvement measures (identified as items a and b under mitigation measure AQ-2) and this resulted in a decrease of daily mobile-source emissions from 29.1 to 28.9, which would still exceed the 25-lb SBCAPCD threshold (AMBIENT 2021).

Mitigation measures have been identified to require preparation and implementation of a Transportation Demand Management (TDM) program to incorporate pedestrian-friendly infrastructure, bicycle racks, and other improvements to encourage customers and employees to use alternative modes of transportation and/or participation in rideshare and carpool programs.

While there are currently no state or local requirements that dictate the number of charging stations that should be provided on-site, the 2019 California Green Building Standards require that new construction and major alterations including adding "Electric Vehicle (EV) Capable" parking spaces which have electrical panel capacity, a dedicated branch circuit, and a raceway to the EV parking spot to support future installation of charging stations. A mitigation measure has been identified to require installation of EV charging stations for every required "EV Capable" parking space required by California Building Standards, and that the EV charging stations must be located in convenient and desirable locations so as to promote their use.

It is important to note that the emission estimates provided in Table 7 are very conservative, as the TIS prepared for the project (CCTC 2021) concluded that the project would result in an overall decrease in regional VMT due to its provision of neighborhood-

serving uses in a heavily residential area. This suggests that operational mobile-source emissions of criteria air pollutants, including NO_x, would be less than what has been estimated using standard CalEEMod methodology and default values. With consideration of overall reduced regional VMT, and implementation of a TDM program and provision of EV charging stations on-site, operational mobile-source NO_x emissions would be reduced below the SBCAPCD threshold and would be less than significant. Therefore, potential impacts associated with the cumulatively considerable net increase of a criteria pollutant would be *less than significant with mitigation*.

- c. Sensitive land uses near the project site include residential areas located to the south and northeast, located approximately 90 feet and 270 feet from proposed development activities. The residential area located south of the project site is within a census tract that is within the 79th highest percentile for pollution burden in comparison to all census tracts in California and contains a population of 21% children under 10 (California Office of Environmental Health Hazard Assessment 2018).

Based on air pollutant emissions modeling of future development of the conceptual development plan, future development of the site would not exceed local thresholds for construction emissions (see Table 6). However, due to the close proximity of sensitive receptor locations (less than 1,000 feet), scale of future demolition and construction activities, and existing pollution burden on nearby sensitive receptor locations, project emissions associated with the buildout of the conceptual development plan could result in a short-term significant effect on nearby sensitive receptors.

In addition to measures required by state law, diesel exhaust control measures recommended by SBCAPCD have been identified in mitigation measure AQ-4 to reduce potential impacts to sensitive receptors associated with short-term construction-related DPM emissions. Implementation of standard dust control and equipment maintenance measures, as detailed in mitigation measure AQ-1, would reduce potential impacts to sensitive receptors associated with fugitive dust emissions. With implementation of measures AQ-1 and AQ-4, construction-related impacts to sensitive receptors would be reduced to less than significant.

Based on air pollutant emissions modeling of future development of the conceptual development plan, future development of the site would have the potential to result operational mobile-source emissions of mobile-source NO_x in exceedance of the applicable SBCAPCD threshold. Breathing air with a high concentration of NO₂ or other NO_x can irritate airways in the human respiratory system and aggravate respiratory diseases, particularly asthma. Implementation of mitigation measures AQ-3 and AQ-4 would reduce project-related NO_x emissions through provision of high-quality bicycle and pedestrian facilities, EV charging stations, and increased accessibility to nearby transit stops. In addition, mobile-source NO_x emissions would be distributed throughout the area in which employees, customers, and deliveries would travel to and from the project site and therefore would not result in concentrated NO_x emissions in close proximity to adjacent sensitive receptor locations. With implementation of mitigation measures AQ-3 and AQ-4, operational impacts to sensitive receptors would be reduced to less than significant.

The project would allow for the future development of a gas station, as identified on the conceptual development plan. Gasoline contains VOCs and hazardous air pollutants such as benzene and toluene. VOCs, along with oxides of nitrogen emitted from the combustion of fuels, react in the atmosphere to form ground-level ozone, which is a federal and state regulated pollutant. Breathing ground-level ozone can trigger a variety of health problems,

particularly for children, the elderly, and people of all ages who have lung diseases such as asthma.

If a gas station use was ultimately proposed for future development on-site, it would require a permit from the SBCAPCD and be subject to all applicable CARB and SBCAPCD regulations, which may include preparation of a Health Risk Assessment and/or location restrictions within a certain distance of residential uses. Because no development permit has been submitted for a gas station on-site and future development of a gas station would be required to comply with all applicable SBCAPCD location and safety policies, no potentially significant impacts would occur.

Therefore, based on proximity to sensitive receptor locations and scope of future development activities, potential impacts associated with exposure of sensitive receptors to substantial pollutant concentrations would be *less than significant with mitigation*.

- d. The project is not located in an area with known potential for naturally occurring asbestos (DOC 2011). Several of the existing structures located on-site were constructed prior to 1978 and may have the potential to include asbestos containing materials (ACM), lead-based paint, and other hazardous materials and contaminants. Demolition of these structures may have the potential to result in harmful asbestos or lead emissions. Mitigation measure AQ-5 has been identified to require all demolition activities to be conducted in full compliance with the procedures required by the National Emission Standards for Hazardous Air Pollutants (40 CFR 61, Subpart M – Asbestos) and DTSC requirements for demolition of structures with potential for lead-based paint, including coordination with SCBAPCD prior to demolition.

The proposed project includes a GPA and rezone to allow for the future development of land uses permitted under the proposed PD/C-2 zoning designation. Future development of the project site could generate odors from heavy diesel machinery, equipment, and/or materials during the construction phase. The generation of odors during the construction period would be temporary, consistent with odors commonly associated with construction, and would dissipate within a short distance from the active work area.

Commercial retail and office uses allowed by the proposed rezone would generally not have the potential to generate substantial odors that would affect surrounding land uses. For example, if the parcel is developed with commercial retail stores, offices, a carwash, and drive-thru coffee stand, minor odors associated with food preparation and vehicle queue exhaust may be generated but would dissipate considerably before reaching sensitive uses, and therefore would not be substantial enough to adversely affect surrounding land uses. If a gas station use was proposed on-site, it would require a permit from the SBCAPCD and be subject to all applicable SBCAPCD regulations, which include location restrictions within a certain distance of residential uses. The project is also bound to the west and south by South Blosser Road and La Brea Avenue, which would allow odors to dissipate considerably before reaching odor-sensitive land uses, including residents on the south side of La Brea Avenue. Therefore, potential impacts associated with other emissions, such as odors, would be *less than significant with mitigation*.

Mitigation Measure(s) incorporated into the project:

- AQ-1** Dust Control Measures. During construction, the applicant shall implement all of the applicable measures from the following list as standard dust control measures to avoid impacts associated with fugitive dust emissions:

- a. Use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible; however, reclaimed water should not be used in or around crops for human consumption.
- b. Minimize amount of disturbed area and reduce on-site vehicle speeds to 15 mph or less when traveling on unpaved surfaces.
- c. Install and operate a track-out prevention device where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt, such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.
- d. If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than 2 days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
- e. After clearing, grading, earth moving, or excavation is completed, treat the disturbed area by watering, revegetating, or spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible.
- f. Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (>25 mph), clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by on-site operations from becoming a nuisance or hazard.
- g. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance.
- h. All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map.

AQ-2 Transportation Demand Management. The applicant or its designee shall submit a TDM Program for City Community Development Department review and approval to facilitate increased opportunities for transit, bicycling, and pedestrian travel, as well as provide the resources, means, and incentives for ridesharing and carpooling. The following components are to be included in the TDM Program:

- a. For projects located on an established transit route, provide improved public transit amenities (e.g., covered transit turnouts, direct pedestrian access, covered bench, smart signage, route information displays, lighting, etc.);
- b. Include on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment and link on-site pedestrian walkways to adjacent off-site pedestrian walkways;

- c. Provide theft-proof and well-lighted bicycle storage facilities with convenient access to building entrances, and provide bicycle racks along main travel corridors adjacent to commercial developments;
- d. Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment;
- e. Encourage future non-commercial land uses (e.g., offices, etc.) to provide employee lockers and showers to promote bicycle and pedestrian use. One shower for every 25 employees is recommended;
- f. Increase bicycle accessibility and safety in the vicinity of the project through interconnected bicycle routes/lanes, appropriate signage (e.g., share the road, etc.), and/or construction of bikeways;
- g. Encourage non-commercial land uses (e.g., offices, etc.) to provide a bicycle-share program;
- h. Promote available programs and facilities providing transportation options for residents and businesses (e.g., rideshare, bicycle share, transit, etc.);
- i. Provide on-site services to reduce the need for off-site travel, e.g., including food services, postal machines, and/or banking services; and
- j. Provide preferential parking for carpools and vanpools.

AQ-3 Electric Vehicle Charging Stations. Prior to the issuance of commercial or industrial building permits, the applicant or its designee shall submit plans for the installation of one EV charging station for every required number of parking spaces to be “EV Capable” for nonresidential uses per the 2019 California Green Building Standards Code (Section 5.106.5.3.3), detailed below:

Total Number of Parking Spaces	Required Number of Parking Spaces to be “EV Capable”
0-9	0
10-25	1
26-50	2
51-75	4
76-100	5
101-150	7
151-200	10
201+	6% of total

Charging stations shall be located in desirable and convenient locations so as to encourage use.

AQ-4 Diesel Exhaust Control Measures. In addition to measures required by state law, the following measures shall be shown on all grading and building plans and implemented throughout all grading, hauling, and construction activities:

- a. Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines shall be used to the maximum extent feasible.

- b. On-road heavy-duty equipment with model year 2010 engines or newer shall be used to the maximum extent feasible.
- c. Diesel-powered equipment shall be replaced by electric equipment whenever feasible.
- d. Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel, should be used on-site, where feasible.
- e. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- f. All construction equipment shall be maintained in tune per the manufacturer's specifications.
- g. The engine size of construction equipment shall be the minimum practical size.
- h. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- i. Construction worker trips shall be minimized by encouraging carpooling and by providing for lunch on-site.

AQ-5 Prior to initiation of demolition/construction activities, the applicant shall implement the following measures to reduce the risk associated with disturbance of asbestos-containing materials (ACM) and lead-coated materials that may be present within the existing structures onsite:

- a. Demolition of on-site structures shall comply with the procedures required by the National Emission Standards for Hazardous Air Pollutants (40 CFR 61, Subpart M – Asbestos) for the control of asbestos emissions during demolition activities. The Santa Barbara County Air Pollution Control District (SBCAPCD) is the delegated authority by the U.S. EPA to implement the Federal Asbestos NESHAP. Prior to demolition of on-site structures, SBCAPCD shall be notified, per NESHAP requirements. The project applicant shall submit proof that SBCAPCD has been notified prior to demolition activities to the Community Development Department.
- b. If during the demolition of any existing structure, paint is separated from the construction materials (e.g., chemically or physically), the paint waste shall be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed of in accordance with local, state, and federal regulations. According to the Department of Toxic Substances Control (DTSC), if the paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as non-hazardous construction debris. The landfill operator shall be contacted prior to disposal of lead-based paint materials. If required, all lead work plans shall be submitted to SBCAPCD at least 10 days prior to the start of demolition. The applicant shall submit proof to the Community Development Department that paint waste has been evaluated by a qualified hazardous waste materials inspector and handled according to their recommendation.

4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		X		
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 U.S. Fish and Wildlife Service?			X	
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
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?			X	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?				X

Setting:

The project site is located in an industrialized part of the City of Santa Maria and is surrounded by general manufacturing uses, intensive agricultural uses, and residential uses. A site visit performed by SWCA Environmental Consultants (SWCA) on September 29, 2020, confirmed that the 6.74-acre site is entirely developed or paved with little to no vegetation except for street trees along La Brea Avenue and South Blosser Road and non-native landscaping trees throughout the site (see Photographs 1, 2, and 3). The project site does not exhibit any aquatic features or any other unique natural habitats.

The City Resources Management Element identifies sensitive habitats within the City boundaries, including Central Coast Riparian Scrub and the Coastal and Valley Freshwater Marsh. Based on Figure RME-3 of the Resources Management Element, the project site is not located within close proximity to either of these designated habitat areas.

Wildlife corridors are generally defined as connections between habitat patches that allow for physical or genetic exchange between isolated animal populations. These connections may serve a local purpose, such as foraging and nesting or denning areas, or they may be regional in nature. There is a potential that the Santa Maria, Cuyama, and Sisquoc Rivers are used by wildlife to access habitats in the Sierra Madre and San Rafael Mountains. The project site is not located within close proximity to any of these major waterways; therefore, there is minimal potential for wildlife migration through the project vicinity.

Photograph 3. Western portion of project site facing north towards Streator Pipe Supply building (September 29, 2020).



Impact Discussion:

- a. The project site is fully developed and located in Santa Maria, surrounded by moderately dense industrial and residential uses, with agricultural uses located to the east. The ornamental trees present within the project site may provide suitable foraging and nesting habitat for a variety of bird species protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. If project construction activities are conducted between March and September, they could result in direct and/or indirect impacts to nesting birds, if present. Potential direct impacts to nesting birds include injury, mortality, or destruction of nests and/or eggs from the use and movement of construction equipment and tree and vegetation removal. Potential indirect impacts to nesting birds include the generation of noise and dust from construction activities and the alteration of suitable nesting habitat, including tree removal. Mitigation Measure BIO-1 is included to minimize potential impacts to nesting migratory birds during project construction activities.

The project site is fully developed and does not contain any woodland, grassland, chaparral, aquatic, or other suitable habitats for native plants or wildlife on-site. Due to the developed nature of the project site, the project site does not contain suitable habitat for any special-status plant or wildlife species other than nesting migratory birds.

Implementation of Mitigation Measure BIO-1 would reduce potential impacts to nesting migratory birds to less than significant; therefore, potential impacts related to special-status wildlife would be *less than significant with mitigation*.

- b, c. The project site is almost entirely comprised of developed surfaces with minimal landscaping and patches of ruderal (disturbed) areas. According to the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (Wetlands Mapper), the project site does not contain riparian habitat, federally or state-protected wetlands, or any other sensitive natural community and there are no aquatic features within the project vicinity (USFWS 2020). Therefore, potential impacts would be *less than significant*.
- d. The project area does not support any surface water resources, migratory corridors, or nursery sites. The California Essential Habitat Connectivity Project was queried for Essential Habitat Connectivity, which are the best available data describing important areas for maintaining connectivity between large blocks of land for wildlife corridor purposes. These important areas are referred to as Essential Connectivity Areas. Essential Connectivity Areas are only intended to be a broad-scale representation of areas that provide essential connectivity. The project site does not fall within an Essential Connectivity Area (California Department of Fish and Wildlife [CDFW] 2018). For the purposes of this analysis, it is reasonable to assume that, due to the extent of development and disturbance onsite and in surrounding areas, lack of suitable wildlife habitat, fencing around the entire perimeter of the site, and the limited size of the project area, the project site is not located within or adjacent to a wildlife corridor or nursery site. Implementation of the proposed project would not significantly restrict the movement of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites; therefore, potential impacts would be *less than significant*.
- e. The project site is not within or in close proximity to the significant wildlife habitat areas identified in the Resources Management Element (City of Santa Maria 2001). The fully developed project site does not contain suitable habitat for protected biological resources. Based on the conceptual development plan, future development may be designed to avoid removing existing landscaped areas on-site. However, the project could result in the future removal of landscaped and ruderal vegetation areas within the property, including multiple planted palm trees and shrubs. Prior to approval, all future development plans would be subject to review by City staff for consistency with applicable zoning regulations, including required landscaping standards.

If future development on the project site would require removal of the palm trees or other street trees along the frontages of South Blosser Road or La Brea Avenue, the project developer would be subject to the City's tree replacement regulations dictated in the City Municipal Code and would be required to replace all street trees with a species on the City's replacement tree list. Per the City Municipal Code, the project developer/owner would be responsible for watering these replacement trees until they are established, and the City would be responsible for maintaining them (e.g., trimming as needed, etc.). Therefore, the project would not result in a conflict with local policies or ordinances intended to protect biological resources, and potential impacts would be *less than significant*.

- f. There are no adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans applicable to or near the project site. The project would comply with the General Plan and local ordinances pertaining to the protection of biological resources; therefore, *no impacts* would occur.

Mitigation Measure(s) incorporated into the project:

BIO-1 Site preparation, ground-disturbing, and construction activities, including tree and vegetation removal, should be conducted outside of the migratory bird nesting season (March 1 through September 31). If such activities are required during this period, the applicant shall retain a qualified biologist to conduct a preconstruction nesting bird survey no more than two weeks prior to site preparation, ground-disturbing, and construction activities and verify whether migratory birds are nesting within the project site or immediate vicinity. If nesting activity is detected, the following measures shall be implemented:

1. The project shall be modified via the use of protective buffers, delaying construction activities, or other methods designated by the qualified biologist to avoid direct take of identified nests, eggs, and/or young protected under the MBTA and/or California Fish and Game Code.
2. The qualified biologist shall document all active nests and submit a letter report to the City documenting project compliance with the MBTA, California Fish and Game Code, and applicable project mitigation measures, within 30 days of surveying.

5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?			X	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X		
c. Disturb any human remains, including those interred outside of formal cemeteries?		X		

Setting:

The Santa Maria Valley was historically occupied by the Chumash people until European contact in the mid-eighteenth century. Areas within close proximity to perennial water sources tend to have higher archaeological sensitivity; the project site is not located within close proximity to any blue-line streams or bodies of water. According to the City's Resources Management Element, the project site is located in an area designated to have negligible sensitivity for archaeological resources (City of Santa Maria 2001).

The establishment of Mission San Luis Obispo de Tolosa in the city of San Luis Obispo to the north and Mission La Purisima Concepción near the city of Lompoc was the beginning of development and settlement in the Santa Maria area. Industrialization and the connection of the Pacific Coast Railroad to Santa Maria further stimulated commercial and residential growth in the area. Historical resources in Santa Maria consist of several landmarks and structures, which are identified in the City's Landmark Map and the City's Objects of Historic Merit Map. The City has

officially designated 12 landmarks and 17 objects of historic merit, none of which are located on-site or adjacent to the project site (City of Santa Maria 2002, 2010).

The project site is located adjacent to a rail spur off the Santa Maria Valley Railroad (SMVRR), which served a large role in the economic development of the Santa Maria Valley in the early 1900s by building up the industrial and agricultural industries. The SMVRR runs from Guadalupe to Santa Maria and was completed in 1911. The SMVRR was one of the last railroads on the West Coast to run main line steam locomotives (Santa Maria Valley Railroad 2020).

As defined by CEQA, a historical resource includes:

1. A resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR); or,
2. Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural records of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence.

The City Land Use Element recognizes the value of preserving older and unusual buildings. Architectural features that are no longer commonly used in design practice are considered important to the social fabric of the community and should be encouraged to be preserved whenever possible. However, the Land Use Element should not prevent the reasonable economic use of structures with local historic values, which could lead to the replacement of these historic buildings with modern buildings (City of Santa Maria 2011).

The City Resources Management Element identifies a goal to preserve cultural and archaeological resources to assure that future generations maintain a strong sense of value. This goal is elaborated upon by Policy 4, which states that the City shall preserve and identify cultural and archeological resources that define the historical significance of the City and the Santa Maria Valley. The objectives of this policy include ensuring that development does not impact archaeologically sensitive areas by applying appropriate mitigation measures as required by state law and maintaining the architectural integrity of historic structures within the city through the preservation of sites and structures located within the Historic overlay zone and other sites designated as state and local landmarks. The project site is not located within the Historic overlay zone.

Impact Discussion:

- a. The project site does not contain, nor is located near, any historic resources identified in the National Register of Historic Places (NRHP) or CRHR. The project site is not located within the Historic overlay zone or identified on the City's Landmark Map or Objects of Historic Merit Map.

The project site currently contains five existing structures, detailed below (Schenberger, Taylor, McCormick & Jecker, Inc. 2019):

- The 4,550-square-foot office building located in the southwestern corner of the project site at 1225 La Brea Avenue was built in 2013 and is utilized as the main office for the vegetable harvesting business based on-site. The building is in very good to good condition. This structure would remain in place.
- The 9,500-square-foot vehicle repair shop located on the eastern side of the project site at 1227 La Brea Avenue was built in 2013. The structure consists of a U-shaped floor plan with a concrete slab foundation, metal-framed interior walls

with metal trusses, and metal roofing and exterior walls. The building is in average to good condition and is well maintained. The project would allow for the future demolition of this structure.

- The 3,059-square-foot pole barn located at the northwestern corner of the property was built in 1966. The barn consists of corrugated metal walls and roof with a concrete foundation. The barn is in fair to poor condition. The project would allow for the future demolition of this structure.
- The 6,000-square-foot warehouse located on the north side of the property at 1429 South Blosser Road was constructed in 1963, with an office added to the east end of the building in 1978. The warehouse is comprised of pole and wood-frame construction with corrugated metal exterior walls and roof on a concrete-slab foundation. A new roof was installed in 2015. The office portion of the building consists of basic construction with acoustic-paneled ceilings, carpet and linoleum floors, and sheetrock walls with textured paint. This structure was classified as being of average quality/condition. The project would allow for the future demolition of this structure.
- The 8,940-square-foot warehouse located on the eastern side of the property at 1441 South Blosser Road was built in 1966. The warehouse includes an attached 1,452-square-foot office and an attached 3,990-square-foot storage shed, all of which are currently leased to Streater Pipe and Supply. Building construction includes a concrete slab foundation, metal framed walls, and corrugated metal roofing, and the building storefront has a western-style wooden façade and covered porch. The building is in fair to poor condition with some minor deferred maintenance evident. The project would allow for the future demolition of this structure.

The buildings in the project area, although some are older than fifty years, are not listed on the California Register of Historical Resources nor do they appear to meet the eligibility requirements for them to be considered historical resources. The project site is also located outside of the City's Historic overlay zone and none of the buildings on-site or adjacent areas contain structural components listed within the City's Landmarks or Objects of Historical Merit list. The proposed project would not result in any changes or impacts to the adjacent rail spur of the SMVRR. Therefore, the project would not result in a substantial adverse change in the significance of, or any other adverse impact to, a historic resource and potential impacts would be *less than significant*.

- b. According to the City's Resources Management Element, the Santa Maria Valley is not a major archaeological or paleontological resource area, as only a few sites have been recorded or discovered in the area. The Resources Management Element delineates high, moderate, low, and negligible archaeological sensitivity areas within the city; the project site is designated as Archaeological Sensitivity Area 3 – Negligible Sensitivity. Nevertheless, ground disturbance associated with future construction activities have the potential to result in inadvertent disturbance of previously unknown, buried archeological deposits. Impacts are conservatively considered to be potentially significant. Implementation of Mitigation Measure CR-1 would ensure potential impacts are avoided and/or minimized; therefore, impacts would be *less than significant with mitigation*.

- c. Based on the location and low sensitivity of the project area, future development of the project site would not be expected to disturb buried human remains. In the event of an accidental discovery or recognition of any human remains associated with future development of the project site, California Health and Safety Code Section 7050.5 stipulates that no further disturbances shall occur until the County of Santa Barbara (County) Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and PRC Section 5097.98. With adherence to California Health and Safety Code Section 7050.5, which stipulates the process to be followed when human remains are encountered, as detailed in Mitigation Measure CR-2, impacts related to the disturbance of archaeological resources and human remains would be reduced to less than significant; therefore, potential impacts are *less than significant with mitigation*.

Mitigation Measure(s) incorporated into the project:

CR-1 Inadvertent Discovery of Archaeological Resources. In the event that any cultural resource is encountered during subsurface earthwork activities associated with future development of the project site, all construction activities within a 100-foot radius of the find shall cease and the City shall be notified immediately. Work shall not continue until a qualified archaeologist, in conjunction with locally affiliated Native American representative(s) as necessary, determines whether the uncovered resource requires further study. Any previously unidentified resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) 523 Series forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist. Potentially significant cultural resources consist of, but are not limited to, stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features, including hearths, structural remains, or historic dumpsites.

If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan, in conjunction with locally affiliated Native American representative(s) as necessary, that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report, and file it with the Central Coast Information Center (CCIC), located at the University of California, Santa Barbara, and provide for the permanent curation of the recovered materials.

CR-2 Inadvertent Discovery of Human Remains. In the event that human remains are exposed during subsurface earthwork activities associated with future development of the project site, an immediate halt work order shall be issued, and the Community Development Department shall be notified. California Health and Safety Code Section 7050.5 requires that no further disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours.

6. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Setting:

In January 2021, Santa Maria customers began to receive their electricity from Central Coast Community Energy (3CE; previously known as Monterey Bay Community Power [MBCP]), which is a community choice energy agency that has committed to providing its customers with 100% carbon-free sourced energy by 2030. Community choice energy agencies allow local governments to procure power on behalf of their residents, businesses, and municipal accounts from an alternative supplier while still receiving transmission and distribution service from their existing utility provider (in this case, the Pacific Gas and Electric Company [PG&E]). Per Public Utilities Code Section 366.2, customers have the right to opt out of the community choice energy program and continue to receive service from the incumbent utility (PG&E) if they so choose (City of Santa Maria 2020a).

The City has not adopted a climate action plan; however, the City Resources Management Element includes goals for achieving increased energy conservation use within the city through increasing the energy efficiency of buildings and appliances, as well as encouraging development and the use of alternative forms of energy. Current measures applied in the city include energy-conserving building standards, recycling, and transportation system improvements. The Resources Management Element also identifies energy conservation policies, including encouraging the use of innovative site and building orientation and landscaping to maximize energy efficiency (City of Santa Maria 2001).

The California Building Code (CBC) contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The CBC includes mandatory green building standards for residential and nonresidential structures, the most recent version of which are referred to as the *2019 Building Energy Efficiency Standards* (effective January 1, 2020; California Energy Commission 2020). These standards focus on four key areas: smart residential photovoltaic systems, updated thermal envelope standards (preventing heat transfer from the interior to the exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements.

Impact Discussion:

- The project includes the GPA and rezone to allow for the future development of commercial land uses and other land uses permitted under the proposed PD/C-2 zoning designation and would not result in any immediate energy use. However, the project would

allow for the future development of uses, the construction of which would result in the use of fossil fuels, electricity, and natural gas from construction vehicles and equipment. The energy consumed during construction activities would be temporary in nature and would be typical of other similar construction activities in the county. Current federal and state regulations require fuel-efficient equipment and vehicles and prohibit wasteful activities, such as diesel idling.

Future development on the project site would be infill development and would result in an overall decrease in regional vehicle miles traveled (VMT) and associated gasoline use (Central Coast Transportation Consulting [CCTC] 2021). Future development of structures on-site would be required to be designed and constructed in compliance with the CBC, which requires that the project achieves high energy efficiency, including, but not limited to, use of low-flow, energy-efficient appliances; light emitting diode (LED) lighting; insulation and building material standards; etc. Future development on the site would rely on local electricity service provider 3CE, which would provide a 100% carbon-free energy mix by 2030, unless they choose to opt-out and be served by PG&E, which provides 29% renewable energy and 71% greenhouse gas (GHG)-free energy (Pacific Gas and Electric Company 2020). Future development on-site would rely on the Southern California Gas Company (SoCalGas) as a service provider for natural gas, which is committed to replacing 20% of its traditional natural gas supply with renewable natural gas by 2030. Therefore, the project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be *less than significant*.

- b. Potential future development on the project site, such as the commercial retail, office, drive-thru, and carwash uses identified within the conceptual development plan, would be required to be designed in full compliance with the CBC, including applicable green building standards. Based on the location of the project site, future development in this location would be considered infill and the proposed GPA and rezone would not allow for the development of a project that could potentially result in a conflict with a state or local plan for renewable energy or energy efficiency; therefore, impacts would be *less than significant*.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to energy; therefore, mitigation is not necessary.

7. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause 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.			X	
ii. Strong seismic ground shaking?			X	
iii. Seismic-related ground failure, including liquefaction?			X	
iv. Landslides?			X	
b. Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the most recent Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

Setting:

The proposed project is located within the Santa Maria Valley, an east–west trending alluvial valley bounded to the north by the San Rafael Range and to the south by the Casmalia Range and the Solomon Hills. The Santa Maria River traverses the valley from east to west, emptying into the Pacific Ocean just west of the town of Guadalupe. The Santa Maria River is formed by the convergence of the Cuyama and the Sisquoc Rivers at Fugler Point near the community of Garey.

The Santa Maria basin is a significant hydrocarbon-producing (i.e., oil and gas) coastal (and off-shore) basin in California. The basin lies at the juncture between the north–west-trending southern Coast Range province and the east–west-trending Transverse Range province. The basin contains a relatively thick Miocene- through Holocene-age sequence of sedimentary rocks, some of which are prolific petroleum-producing formations and others that are highly productive groundwater aquifers.

The Santa Maria Valley is located within a structural fold and thrust fault area; the axes of most of the structural elements in the region run northwest–southeast, parallel to the valley. The Santa Maria basin and adjacent southern Coast Ranges have been subjected to considerable uplift during the last 2 to 5 million years and are considered to be seismically active. Relatively little direct evidence of active faulting (such as offset of bedding or structures observed at a surface fault) has been observed in the region; however, broad bands of seismicity unrelated to surface faults and other evidence indicate the region is seismically active.

According to the *City of Santa Maria General Plan Safety Element*, several active, potentially active, and inactive faults exist within the basin and region, and generally trend north–west. The major faults include the Santa Maria, Santa Maria River, and Casmalia Faults. None of these faults qualify for Earthquake Fault Zone status as identified by the State Geologist under the Alquist-Priolo Earthquake Fault Zones Act. Based on the Geologic Hazards Map provided in the City’s Safety Element, the project site is not located within a ground shaking zone, shallow groundwater with liquefaction potential, or in an area with steep slopes susceptible to local failure. The project site is located within an area known to contain expansive soils (City of Santa Maria 1995).

Based on the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey (NRCS 2020) and the Soil Survey of Northern Santa Barbara Area, California (USDA Soil Conservation Service [SCS] 1972), the project site is underlain by the following three soil types:

- Sorrento sandy loam, 0-2% slopes. This nearly level soil occurs on smooth floodplains and has moderately rapid permeability. Surface runoff is very slow, and the erosion hazard is slight to none. This soil is commonly used for irrigated and dryland crops.
- Sorrento loam, 0-2% slopes. This soil occurs on floodplains and has moderate permeability. Surface runoff is very slow, and the erosion hazard is slight to none. This soil is commonly used for a variety of irrigated crops.
- Sorrento loam, 2-9% slopes. This soil is gently sloping to moderately sloping and occurs in small, irregularly shaped areas on terrace breaks and alluvial fans. Permeability of this soil unit is moderate, surface runoff is slow to medium, and the erosion hazard is slight to moderate. This soil is commonly used for irrigated alfalfa, sugar beets, walnuts, and dryland crops.

Based on the Geologic Map of the Santa Maria and Twitchell Dam Quadrangles, the project site is underlain by Holocene-age surficial sediments composed of valley floodplain alluvium (Dibblee 1994).

Impact Discussion:

- a.i. Several active and potentially active faults exist within the project region, including the Santa Maria and Casmalia Faults, located approximately 1.7 miles and 5.1 miles away from the project site, respectively. However, based on the Alquist-Priolo Earthquake Fault Zone Maps and information available from the DOC, the city is not located within an identified Alquist-Priolo Earthquake Hazard Zone. Future commercial development within

the project site would be subject to standard construction standards and the CBC to ensure buildings are constructed to withstand the magnitude of earthquakes that could potentially occur in that zone; therefore, potential impacts would be *less than significant*.

- a.ii. Seismic ground shaking is influenced by the proximity of the site to an earthquake fault, the intensity of the seismic event, and the underlying soil composition. The DOC Probabilistic Seismic Hazard Maps indicate that the entire Santa Maria Valley is located in a lower hazard area (DOC 2019a). Potential effects of seismic ground shaking on future commercial development within the project site would be minimized through the implementation of the seismic requirements specified by the CBC and applicable City standards for earthquake-resistant construction; therefore, potential impacts would be *less than significant*.
- a.iii. Based on the Alquist-Priolo Earthquake Fault Zone Maps and related information available from the DOC, the city of Santa Maria is not located within a designated liquefaction hazard area. According to the City's Safety Element, a portion of the project site is not located in an area known to contain shallow perched groundwater. Future development within the project site would be required to comply with CBC requirements and the City's building regulations to reduce risk associated with seismic-related ground failure, including liquefaction; therefore, potential impacts related to liquefaction *would be less than significant*.
- a.iv. Landslides typically occur in areas with steep slopes or in areas containing escarpments. Based on the Alquist-Priolo Earthquake Fault Zone Maps and related information available from the DOC, the city is not located within a designated landslide hazard zone. According to the City's Safety Element, the project site is not located within an area where landslide movements are anticipated to occur. The project site is generally flat and is not located near slopes that would be susceptible to landslides; therefore, the potential for impacts related to landslides would be *less than significant*.
- b. The project site is located within a nearly-level developed infill site. Future development on-site would not require substantial permanent changes in existing topography or ratio of developed, impervious area. Future development of the project site would be subject to the City's Landscape and Irrigation Standards to provide soil erosion control on-site. If proposed development meets or exceeds 1 acre or more of ground disturbance, the development would require preparation of a Stormwater Pollution Prevention Plan (SWPPP), which would be administered through project construction. The SWPPP would be required to incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction from soil erosion would be reduced to less than significant levels. Therefore, impacts related to soil erosion and loss of topsoil would be *less than significant*.
- c. The following analysis is based on the City's Safety Element:
 - Liquefaction or Collapse: The project site is not located in an area with shallow perched groundwater. Future commercial development within the project site would be required to comply with CBC requirements and the City's building regulations to reduce risks associated with seismic-related ground failure, including liquefaction; therefore, potential impacts related to liquefaction would be *less than significant*.
 - Landslide: Landslides typically occur in areas with steep slopes or containing escarpments. Based on the Alquist-Priolo Earthquake Fault Zone Maps and related information available from the DOC, Santa Maria is not located within a designated landslide hazard zone. In addition, the project site is relatively flat and is not located within

an area where landslide movements are anticipated to occur (City of Santa Maria 1995); therefore, the potential for impacts related to landslides would be *less than significant*.

Lateral Spreading: The project site is located within an area known to contain expansive soils (City of Santa Maria 1995). All future development would be required to comply with the most recent CBC requirements, which would ensure protection of structures and occupants from seismic hazards, such as expansive soils; therefore, impacts related to seismic soils would be *less than significant*.

Subsidence: Based on the U.S. Geological Survey (USGS) Areas of Land Subsidence in California Map, the project site is not located in an area of historic or current subsidence (USGS 2020). The Santa Maria area has not had significant subsidence issues despite historical oil drilling in the area. Although subsidence could occur, it is perceived to be an insignificant risk due to the absence of reported incidences (City of Santa Maria 1995); therefore, impacts related to subsidence would be *less than significant*.

- d. According to the City's Safety Element, the project site is located in an area with expansive soils (City of Santa Maria 1995). The *Soil Survey of the Northern Santa Barbara Area* (SCS 1972) identifies the project area as being underlain by Sorrento loam (SvA), which is characterized as well drained with a moderate potential to be expansive. All future developments would be required to comply with the most recent CBC requirements, which would ensure protection of structures and occupants from geo-seismic hazards, such as expansive soils; therefore, potential impacts would be *less than significant*.
- e. The project includes the GPA and rezone of the project site to allow for the future development of commercial retail uses and other land uses permitted under the proposed PD/C-2 zoning designation. Future development within the project site would require new connections to the City's sewer facilities, which currently service existing industrial uses on-site. Therefore, the project would not result in environmental impacts associated with having soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems, and *no impacts would occur*.
- f. The project site consists of relatively flat topography, is developed with existing industrial uses, and contains no known unique geologic features. Based on a geologic map of the Santa Maria Quadrangle, the project site is underlain by Holocene-age surficial sediments composed of valley floodplain alluvium (Dibblee 1994). Where Quaternary alluvium was deposited during the Holocene epoch (from 10,000 years ago to the present), there is no sensitivity for fossils because fossils, by definition, are more than 10,000 years old (California Public Utilities Commission 2015). Therefore, the project would not have the potential to destroy a unique paleontological resource or unique geologic feature, and *no impacts would occur*.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to geology and soils; therefore, mitigation is not necessary.

8. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X		

Setting:

In response to an increase in manmade GHG concentrations over the past 150 years, California has implemented Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15% reduction below 2005 emission levels) and the adoption of regulations to require reporting and verification of statewide GHG emissions. Furthermore, on September 8, 2016, the governor signed Senate Bill (SB) 32 into law. SB 32 extends GHG reduction goals beyond the initial target year of 2020 in AB 32, directing the CARB to ensure that GHGs are reduced to 40% below the 1990 level by 2030. This new emission-reduction target is intended to promote further GHG-reductions in support of the state's ultimate goal of reducing GHG emissions by 80% below 1990 levels by 2050.

In 2013, SB 743 was signed into law with the intent to “promote the state’s goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations” and required the Governor’s Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. The metrics developed were required to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. As a result, in December 2018, the California Natural Resources Agency certified and adopted updates to the State CEQA Guidelines. The revisions included new requirements related to the implementation of SB 743 and identified VMT per capita, VMT per employee, and net VMT as new metrics for transportation analysis under CEQA (as detailed in Section 15064.3[b]). Beginning July 1, 2020, the newly adopted VMT criteria for determining significance of transportation impacts were required to be implemented statewide.

On September 23, 2020, Executive Order N-79-20 was issued requiring sales of all new passenger vehicles to be zero-emission by 2035 and included additional measures to eliminate harmful emissions from the transportation sector. Following the order, the CARB will develop regulations to mandate that 100% of in-state sales of new passenger cars and trucks are zero-emission by 2035—a target that would achieve more than a 35% reduction in GHG emissions and an 80% improvement in NO_x emissions from cars statewide. In addition, the CARB will develop regulations to mandate that all operations of medium- and heavy-duty vehicles shall be 100% zero emission by 2045 where feasible, with the mandate going into effect by 2035 for drayage trucks (on-road, diesel-fueled, heavy-duty trucks that transport bulk containers). To ensure needed infrastructure to support zero-emission vehicles (ZEVs), the order requires state

agencies, in partnership with the private sector, to accelerate deployment of affordable fueling and charging options.

The vast majority of individual projects does not generate sufficient GHG emissions to create a project-specific impact through a direct influence on climate change. Therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (State CEQA Guidelines Section 15355).

The significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds or consistency with a regional GHG reduction plan, such as a Climate Action Plan. The SBCAPCD has developed a GHG threshold of 10,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year for stationary source projects, which includes equipment, processes, and operations that require an APCD permit to operate. However, this threshold does not apply to land development projects. As stated in Section 3, Air Quality, neither the City nor the SBCAPCD has developed or adopted GHG significance thresholds for mobile-source emissions projects, such as commercial retail developments.

Estimated GHG emissions associated with project buildout were evaluated based on a GHG-efficiency threshold. The GHG-efficiency threshold was based on the AB 32 year 2020 GHG-reduction target and adjusted to account for the more stringent year 2030 GHG-reduction target mandated by SB 32. The GHG-efficiency threshold was calculated by dividing the GHG emissions inventory goal (allowable emissions) by the estimated service population (SP). The emissions inventory goal was calculated based on ARB's GHG emissions inventory identified in the *2017 Scoping Plan Update*, and emissions sectors that did not apply to the proposed project (i.e., industrial, agriculture) were excluded from the calculation. Using this methodology, project generated GHG emissions were projected to exceed the efficiency threshold of 3.3 MTCO₂e/SP/year in 2030 and would have a potentially significant impact on the environment that could conflict with GHG reduction planning efforts (AMBIENT 2021; see Table 8 below).

Table 8. Project-Level GHG Efficiency Threshold Calculation

	2030
Land Use Sectors GHG Emissions Target¹	213,000,000 MTCO ₂ e/year
Population	43,939,250
Employment	20,795,940
Service Population (SP)	64,735,190
GHG Efficiency Threshold (MTCO₂e/SP/year)	3.3

Source: AMBIENT Air Quality & Noise Consulting (AMBIENT) 2021; Attachment A.

Impact Discussion:

- a,b. The project would allow for the future development of the project site and would lead to future construction-generated GHG emissions as well as long-term GHG emissions during operation. Based on GHG emissions modeling, annual construction-related GHG emissions would range from approximately 63.8 to 502.6 MTCO₂e per year. When amortized over an approximate 25-year project life, annual construction-generated GHG

emissions would average approximately 22.7 MTCO₂e/year. With the inclusion of amortized construction GHG emissions, year 2024 operational emissions would total approximately 2,030 MTCO₂e/year (AMBIENT 2021). With continued improvements in vehicle emission standards, annual operational emissions are projected to decrease to approximately 1,835 MTCO₂e/year by year 2030. Based on an estimated 197-person service population (SP) that would serve future development uses, unmitigated operational GHG emissions would total approximately 9.3 MTCO₂e/SP in 2030, which would exceed the GHG efficiency threshold of 3.3 MTCO₂e/SP/year.

Mitigation Measure GHG-1 has been identified to require the preparation and implementation of an approved GHG emission reduction plan to include a number of GHG reduction measures to reduce project GHG emissions to the greatest extent feasible. Mitigation Measure GHG-2 has been identified to require future development on-site to be served by 3CE, which began serving Santa Maria in January 2021 and has committed to providing a 100% carbon-free energy mix by 2030.

Implementation of mitigation measures AQ-2 and AQ-3 would also result in a reduction of operational GHG emissions on-site through implementation of a TDM program to incorporate pedestrian and bicycle facilities and other improvements to encourage customers and employees to use alternative modes of transportation, as well as encourage participation in ride share and carpool programs and installation of EV charging stations within the parking areas on-site.

Although incorporation of these measures would result in the reduction of project GHG emissions, the total emissions reductions of these measures vary based on location, other measures implemented, and other external factors, making them difficult to quantify. Based on the project's projected exceedance of the GHG-efficiency threshold and lack of quantifiable emission reduction measures, the future development that may result from the project may still exceed the GHG-efficiency threshold after implementation of mitigation measures GHG-1, GHG-2, AQ-2, and AQ-3. Therefore, mitigation measure GHG-3 has been identified to require the purchase of off-site carbon credits from a validated source to offset remaining project GHG emissions that are in exceedance of the GHG-efficiency thresholds, if determined to be necessary. Upon implementation of mitigation measures GHG-1, GHG-2, GHG-3, AQ-2, and AQ-3, the project's contribution to cumulative GHG emissions would be reduced to less than significant and would be consistent with applicable GHG-reduction plans and policies. Therefore, potential impacts would be *less than significant with mitigation*.

Mitigation Measure(s) incorporated into the project:

GHG-1 At the time of application for land use permits for development of the project site, the applicant shall hire a qualified air quality specialist to prepare a Greenhouse Gas Reduction Plan (GGRP) that, when implemented, reduces annual GHG emissions from the development over the operational life of the proposed development. For each measure identified, the GGRP shall provide an estimated quantification of the GHG emissions reduction that would be achieved and a description of how each quantified reduction was calculated. The GGRP shall be subject to the review and approval of the Community Development Department and shall include, to the extent possible, the following measures:

- a. Include multiple-use development to reduce the need for vehicle trips, e.g., combine employment and retail uses;
- b. Design roof trusses to handle dead weight loads of standard solar-heated water and photovoltaic panels;

- c. Installation of renewable energy facilities (e.g., solar photovoltaics, wind, geothermal, biomass, biogas) sufficient to meet or exceed applicable building standards at the time of development with a goal of achieving zero net energy (ZNE) buildings;
- d. Construction of buildings that achieve energy and water efficiencies beyond those specified in the CCR Title 24 requirements;
- e. Implementation of green building practices and/or cool roofs;
- f. Installation of energy-efficient equipment and appliances exceeding California Green Building Code (CALGreen) standards in effect at the time of building permit issuance;
- g. Installation of outdoor water conservation and recycling features, such as smart irrigation controllers and reclaimed water usage;
- h. Installation of low-flow bathroom and kitchen fixtures and fittings;
- i. Installation of light emitting diode (LED) lights;
- j. Implementation of waste reduction programs that may include waste minimization, waste diversion, composting, and material reuse/recycling;
- k. Provision of incentives and outreach that promote alternative transportation and transit use to future employees and patrons;
- l. Construction of well-lit bicycle and pedestrian-oriented facilities (e.g., bicycle parking spaces, bicycle racks, bicycle lockers, etc.);
- m. Promotion of alternative fuel vehicles through preferential parking;
- n. Implementation of carbon sequestration measures;
- o. Incorporate traffic-calming modifications to project roads to reduce vehicle speeds and increase pedestrian and bicycle usage and safety;
- p. Encourage future non-retail land uses to provide employee lockers and showers to promote bicycle and pedestrian use. One shower and five lockers for every 25 employees is recommended;
- q. If the project is located on an established transit route, provide improved public transit amenities (e.g., covered transit turnouts, direct pedestrian access, bicycle racks, covered bench, smart signage, route information displays, lighting, etc.);
- r. Encourage non-commercial land uses to provide a bicycle-share program;
- s. Encourage 15% of fleet vehicles owned by non-commercial land uses to be ZEVs;
- t. Encourage a neighborhood EV/carshare program for the development;
- u. Meet or exceed applicable building standards at the time of development for providing EV charging infrastructure;
- v. Meet or exceed applicable building standards at the time of development for building energy efficiency with a goal of achieving ZNE buildings;
- w. Meet or exceed applicable building standards at the time of development for utilizing recycled content materials;
- x. Meet or exceed applicable building standards at the time of development for reducing cement use in the concrete mix as allowed by local ordinance and conditions;

- y. Meet or exceed applicable building standards at the time of development for the use of greywater, rainwater, or recycled water;
- z. Meet or exceed applicable building standards at the time of development for using shading, trees, plants, cool roofs, etc. to reduce the “heat island” effect; and
- aa. All built-in appliances shall comply with California Title 20, Appliance Efficiency Regulation.

GHG-2 At the time of development, the applicant shall provide evidence to the Community Development Department that all buildings to be located on-site would be serviced by Central Coast Community Energy (3CE), if 3CE (or any other clean energy provider) is an available electricity service provider in the city.

GHG-3 If GHG emissions cannot be reduced below the 2030 service population efficiency threshold through implementation of the GGRP detailed in mitigation measures GHG-1 and GHG-2 detailed above, the project developer shall purchase carbon credits to offset GHG emissions until remaining project emissions are below threshold levels. Carbon credits shall be purchased from a validated source to offset annual GHG emissions or to offset one-time carbon stock GHG emissions. Purchased carbon offset credits shall be approved by Community Development Department staff prior to grading or construction permit approval. The purchase of carbon offsets does not subject the project to California’s cap-and-trade program, nor is the purchase of carbon offsets required for the project if GHG emissions reductions below the service population efficiency thresholds can be met with GGRP measures.

Validated sources of carbon credits are sources that follow approved protocols and use third-party verification. At this time, appropriate offset providers include only those that have been validated using the protocols of the Climate Action Registry, Gold Standard, or Clean Development Mechanism (CDM) of the Kyoto Protocol. Credits from other sources will not be allowed unless they are shown to be validated by protocols and methods equivalent to or more stringent than the CDM standards.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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?		X		
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 or excessive noise for people residing or working in the project area?			X	
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

Setting:

The project site is located adjacent to an agricultural processing facility that utilizes an industrial refrigeration system, which requires the use of anhydrous ammonia as a working fluid for cooling. Anhydrous ammonia is a colorless gas or liquid with a very strong, intensely irritating odor, and is a regulated substance with potentially hazardous properties if mishandled.

State CEQA Guidelines Section 15126.2(a) states the general rule that environmental impact reports and mitigated negative declarations “shall identify and focus on the significant environmental effects of the proposed project.” Among the potential effects that must be analyzed are “any significant environmental effects the project might cause or risk exacerbating by bringing development and people into the area affected” (State CEQA Guidelines Section 15126.2[a]).

In 1993, the Santa Barbara County Association of Governments (SBCAG) adopted the *Santa Barbara County Airport Land Use Plan* (1993 ALUP) to complement and enhance the local

planning process of agencies responsible for land use in areas surrounding the Santa Barbara Municipal Airport and Santa Maria Public Airport (SBCAG 1993). Based on the SBCAG's MapGeo tool, the project is not located within any of the approach/safety zones of the Santa Maria Public Airport (SBCAG 2020).

Since the adoption of the 1993 ALUP, a *Draft Santa Maria Airport Land Use Compatibility Plan* was prepared in August 2019 (2019 Draft ALUCP) and is anticipated to be adopted by SBCAG in the future. The 2019 Draft ALUCP was prepared in order to promote compatibility between airports and the land uses that surround them and to serve as a tool for SBCAG to use in fulfilling its duty to review land use plans and development proposals within the Airport Influence Area (AIA). Based on the SBCAG's MapGeo tool, the project site is located within the AIA Review Area 2 of the Santa Maria Public Airport. Review Area 2 consists of the overflight and airspace protection layer for each Airport. The project site is not located within airport noise contours at or above 60 decibels (dB) or located within any of the designated safety zones (SBCAG 2019, 2020).

The 2019 Draft ALUCP states that airspace protection compatibility of proposed land uses within the AIA of the Santa Maria Public Airport shall be evaluated in accordance with the regulations enacted by the Federal Aviation Administration (FAA) and the state of California. The FAA definition of an obstruction to air navigation includes, but is not limited to, any object with a height of 200 feet above ground level or above within 3 nautical miles of the established reference point of an airport (California Code of Regulations [CCR] Part 77.17).

Land uses that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft in flight, taking off, or landing shall only be allowed within the AIA if the uses are consistent with FAA rules and regulations. The 2019 Draft ALUCP states that specific characteristics to be avoided within the AIA include sources of glare; bright, distracting lights that could be mistaken for airport lights; sources of dust, steam, or smoke that may impair pilot visibility; sources of electrical interference with airport communications or navigation; and any proposed uses that create an increased attraction for wildlife that is inconsistent with FAA rules and regulations (SBCAG 2019).

A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the project by Haro Environmental, Inc. to identify known, potential, or historic recognized environmental conditions (RECs) resulting from historic and/or current uses of hazardous substances or petroleum products on-site (Haro Environmental 2021; Attachment C). The project site is comprised of multiple addresses including 1429 and 1441 South Blosser Road and 1227 and 1225 La Brea Avenue, in addition to several historic addresses including 1435A, 1437A, 1437, 1445, and 1475 South Blosser Road. The Phase I ESA included a records search of the regulatory agency database performed by the Environmental Data Resources Corporation; this search indicated that three of the current property addresses and one historic address associated with the property were listed in the databases, as detailed below.

The address 1429 South Blosser Road is associated with Rancho Harvest and Viker Tractor Company, Inc., which are listed in various regulatory databases related to environmental hazards. Rancho Harvest is the property owner and a general automotive repair business and has been documented as a hazardous waste generator of oil-containing waste, hydrocarbon solvents, organic solids, and other potentially hazardous materials. Based on the lack of documented violations associated with Rancho Harvest, the likelihood of significant contamination from this business is considered low. Viker Tractor Company historically operated on the property and records indicate that two underground storage tanks containing gasoline and diesel fuel were located on the property and removed in 1988. No environmental data or case closure information were included the records reviewed (Haro Environmental 2021).

The address 1441 South Blosser Road is associated with Cal Maria Engines & Equipment, which databases indicated as utilizing various hazardous materials including organic solids, oil-contaminating waste, hydrocarbon solvents, contaminated soil, and other potentially hazardous waste materials. The records also indicate 1441 South Blosser Road as the historic location of two underground storage tanks, one 500-gallon waste oil tank and one 3,000-gallon unleaded fuel tank. Records indicate these tanks were removed in 1988, however, no soil data or case closure information was provided in any of the available records. In addition, a below-grade two-stage clarifier is located on-site (Haro Environmental 2021).

A Phase I ESA prepared by Anderson Environmental in 2015 for the 1441 South Blosser property stated that the Santa Barbara County Health Care Services requested in 1988 that contaminated soil around the wash area around the clarifier must be removed as hazardous waste; however, no records or additional information was available confirming that this was completed. Lastly, a Santa Maria Fire Department hazardous materials incident was reported in 2014 indicating that contaminated soils were encountered during oils remediation activities onsite. In 2015, a Phase II investigation was conducted at 1441 South Blosser Road by Groundwater Solutions, Inc. and found that hazardous soil contaminants and soil gas concentrations near the former underground storage tank locations were below California Office of Environmental Health Hazard screening levels (Haro Environmental 2021).

Historic uses at 1441 South Blosser Road also include a company called Jesse Manriquez, which is listed in several agency databases as a generator of contaminated soil for site clean-up in 2002. Mr. Manriquez, the current property owner, was interviewed and indicated that the soil removal was in response to soil contaminated in an area of radiator storage. No other regulatory agency documentation of the soil clean-up was available.

Impact Discussion:

- a. The proposed project would include rezoning of the project parcels to allow for the future development of commercial uses, such as the commercial retail uses, offices, carwash, drive-thru coffee stand, and gas station identified in the conceptual development plan.

If a gas station were to be developed on-site in the future, it would be required to be constructed and operated in accordance with the CBC, California Plumbing Code, and California Fire Code. These standards include, but are not limited to, location limitations from buildings with combustible exterior wall surfaces and fixed ignition sources, supervision of self-serve fuel-dispensing activities, standards for equipment maintenance and inspection, and installation of emergency disconnect switches to be used in the event of a fuel spill or other emergency. Santa Barbara County is certified by the California Environmental Protection Agency (CalEPA) as the Certified Unified Program Agency (CUPA) for the County of Santa Barbara (County). As the CUPA, the County implements the Hazardous Materials Plan Program, which requires businesses handling, using, or storing reportable amounts of hazardous materials to submit inventories, site maps, and other documentation relating to those materials, and to develop appropriate employee training and emergency procedures. The County also regulates the installation and operation of underground storage tanks (USTs) through the UST Construction Standards, including requirements for a continuous monitoring system and routine inspections.

While future allowed uses onsite may result in the transport, use, and disposal of hazardous materials, gas stations are common throughout the city and do not represent an unusually dangerous land use. Compliance with existing regulations would reduce the potential for the project to result in a significant hazard to the public or the environment following construction activities.

Therefore, the project's potential impacts associated with the use, transport, or disposal of hazardous materials would be *less than significant*.

- b. A reconnaissance survey of the project site was conducted by Haro Environmental on December 3, 2020. From this survey, several hazardous materials and petroleum hydrocarbon products were observed onsite. Based on the data gathered and reviewed during the Phase I ESA, Haro Environmental identified one Recognized Environmental Condition (REC) that has impacted or poses a significant threat to subsurface soil, soil vapor, or groundwater beneath the site associated with an approximately 500-gallon above-ground storage tank and various 55-gallon drums used to store used motor oil and an adjacent hazardous material storage area north of the building at 1429 South Blosser Road. Although staining of the concrete surfaces was observed in the area of the used motor oil storage, no significant spills or releases were noted, and no evidence of past significant spills was noted in the vicinity of the chemical storage areas. Based on the recommendations provided by Haro Environmental, mitigation measure HAZ-1 has been identified to require preparation of a Phase II ESA to include pressure washing of the building materials north of the building at 1429 South Blosser Road and disposal of the rinsate (pesticide-containing water) in accordance with applicable rules and regulations, or to include a requirement that the building materials shall be tested and disposed of in accordance with applicable County Environmental Health and state Department of Toxic Substances Control rules and regulations if elevated concentrations of chemicals are detected.

Based on the findings of the Phase I ESA, Haro Environmental identified several other environmental conditions of note, as detailed below.

As described in the setting above, historic uses on the 1429 South Blosser property included a gas station owned by Viker Tractor and two associated underground storage tanks. Based on the lack of soil analytical data from the underground storage tank removals and absence of a closure letter or other agency documentation of closure, there is potential for a release from the tank locations of negatively impacted soil, soil vapor, and/or groundwater beneath these areas. To address the potential for residual contamination, mitigation measure HAZ-1 has been identified to require preparation of a Phase II ESA to include soil and soil vapor testing in the area of the former underground storage tanks prior to future ground disturbing activities. If contaminated soils above applicable screening levels are identified onsite, the Phase II ESA would detail all applicable protocol and procedures for remediation and disposal and these measures shall be implemented prior to construction of new uses on-site.

Historic uses on the 1441 South Blosser Road property included industrial engine and equipment repairs as well as hydrocarbon solvent usage, the presence of a clarifier, and two underground storage tanks containing gasoline and waste oil. Based on the lack of soil analytical data from the underground storage tank removals and absence of a closure letter or other agency documentation of closure, there is potential for a release from the tank locations of negatively impacted soil, soil vapor, and/or groundwater beneath these areas. Based on the anticipated depth to groundwater in this area of greater than 200 feet below ground surface (bgs), the likelihood for significant impacts to groundwater from these former underground storage tanks is expected to be low. Mitigation measure HAZ-1 has been identified to require soil and soil vapor testing in the area of the former underground storage tanks prior to future ground disturbance activities. If contaminated soils above applicable screening levels are identified on-site, the Phase II ESA shall describe and implement all applicable protocol and procedures for remediation and

disposal and these measures shall be implemented prior to construction of new uses on-site.

Historic uses on the 1441 South Blosser Road property also included Jesse Manriquez, which was associated with a clean-up of contaminated soils in 2002. The source and location of the soil contamination are undetermined. Based on the lack of data associated with the contaminated soils and associated clean-up and lack of documented regulatory oversight, the potential for incomplete removal of contaminated soils from the site could pose an environmental threat to the site. Therefore, mitigation measure HAZ-1 has been identified to require a follow-up soil investigation to determine whether the contaminated soil was removed effectively pursuant to current regulatory thresholds. If these areas are found to have levels of contaminated soils above current screening thresholds, they shall be remediated and disposed of in compliance with applicable regulatory standards.

In June 2014, an incident was reported at 1441 South Blosser Road where the City of Santa Maria Fire Department (SMFD) observed “contaminated soils suspected to contain volatile organic compounds (based on odors) encountered during soil remediation activities for a reported ‘old fuel and chemical facility’ at the Streater Pipe & Supply property.” This release record was reported by Andersen Environmental in their 2015 Phase I ESA; however, Haro Environmental was unable to locate these records during preparation of this Phase I ESA. Based on the lack of documentation regarding soil sampling in this area, there is potential for contaminated soils on the property to have not been adequately remediated pursuant to current regulatory thresholds. Mitigation measure HAZ-1 has been identified to require additional environmental testing in the area of reported soil contamination to determine whether the area was properly remediated pursuant to current regulatory thresholds. If these areas are found to have levels of contaminated soils above current screening thresholds, they shall be remediated and disposed of in compliance with applicable regulatory standards.

The northern border of the project site is adjacent to a rail spur of the Santa Maria Valley Railroad. Railroads can be sources of releases of hazardous materials to the environment through application of vegetation control chemicals and possible spills of railcar contents, which could result in an environmental hazard on-site. Mitigation measure HAZ-1 has been identified to require testing soils in the vicinity of the rail spur for Total Petroleum Hydrocarbons (TPH), metals, polyaromatic hydrocarbons, and chlorinated herbicides.

The project would allow for the future grading and development on a project site located adjacent to South Blosser Road, a primary arterial roadway. Aerially deposited lead (ADL) from the historical use of leaded gasoline, exists along roadways throughout California. Based on the historic and current levels of traffic along South Blosser Road, there is a potential for elevated concentrations of lead as a result of ADL within areas adjacent to the roadway. Mitigation measure HAZ-2 has been identified to require soil sampling be conducted on the areas of the project site in proximity to South Blosser Road and implementation of proper abatement actions if elevated concentrations of ADL or other roadway contaminants are detected.

The project includes a GPA and rezone to allow for the future development of commercial land uses and other uses permitted under the proposed PD/C-2 zoning designation, on a project site currently located within the M-2 zoning designation. While the proposed CC general plan designation’s purpose is to include the majority of retail uses outside the central core of the city, this designation and the proposed PD/C-2 zoning could allow for the future development of residential efficiency units on-site, as well as R-2 and R-3 uses through the City’s mixed-use ordinance.

Development of residential land uses on the project site could result in land use conflicts associated with the potential hazardous risks of the adjacent agricultural processing facilities' use of anhydrous ammonia, as well as general incompatibility concerns such as noise and lighting. The SMFD has reviewed the project and commented that the SMFD would not support the future development of any residential uses on the project site due to the life and safety concerns of placing those uses adjacent to or downwind of an industrial site that uses anhydrous ammonia. Mitigation Measure HAZ-3 has been identified to restrict the future development of any residential land uses on-site as long as the site is located adjacent to industrial sites that use anhydrous ammonia. Therefore, potential impacts associated with creation of a hazard to the public or the environment from reasonably foreseeable upset or accident conditions would be *less than significant with mitigation*.

- c. The nearest school facility to the project site is Sanchez Elementary School, which is approximately 0.36 mile to the northeast of the project site. The project site is not located within .25 mile of an existing or proposed school facility; therefore, potential impacts would be *less than significant*.
- d. The project site includes numerous sites documented as having historic hazardous waste generating uses and/or hazardous waste contamination cases (Haro Environmental 2021). Based on the data gathered and reviewed during the Phase I ESA, Haro Environmental identified several Recognized Environmental Conditions (RECs) within the project site (see discussion for threshold a, above). With implementation of mitigation measures HAZ-1 and HAZ-2, which would require preparation of a Phase II Environmental Site Assessment with additional soil sampling and testing, potential hazards associated with the historic uses of the project site would be reduced to less than significant. Therefore, potential impacts associated with documented hazardous materials sites would be *less than significant with mitigation*.
- e. Based on the Draft ALUCP (SBCAG 2019), which includes the proposed future runway extension, the project site would still not be located within the airport's noise contours, but the site would be located within the AIA (Review Area 2). The City Zoning Ordinance applies more rigorous height standards than generally imposed by the FAA Federal Aviation Regulations. Therefore, height restrictions within the Santa Maria Public Airport safety zones have not generally been an issue within the city (SBCAG 1993).

At the time of application of building permits, future development would require discretionary development permits and would be reviewed by City staff for consistency with applicable policies and standards of the airport land use plan adopted at that time, including avoiding characteristics such as distracting lighting, electronic interference, and other factors that may negatively affect nearby aircraft operations. Based on required compliance with these regulations, potential impacts associated with safety hazards or excessive noise based on proximity to an airport would be *less than significant*.

- f. The proposed project does not include any characteristics or features that would interfere with an adopted emergency response plan or emergency evacuation plan. The project would not result in the closure of any roads. Potential future development of new access driveways would be required to be developed in compliance with state and local safety regulations and all improvements would be required to comply with applicable CBC and California Fire Code requirements pertaining to emergency access; therefore, impacts related to interference with an adopted emergency response plan or evacuation plan would be *less than significant*.

- g. The project site is surrounded by industrial uses, residential uses, agricultural fields, and transportation infrastructure; it is not located adjacent to a wildland fire area. Based on the City's Safety Element, the most significant wildland fire hazards for development within the city are associated with the coastal sage scrub and grass-covered slopes in the Casmalia Range and Solomon Hills south of the city. The project site is located approximately 5 miles north of these areas and is located within a heavily urbanized area; therefore, impacts related to wildland fires would be *less than significant*.

Mitigation Measure(s) incorporated into the project:

HAZ-1 Prior to demolition or ground-disturbing activities on-site, the project applicant shall retain a qualified hazardous material professional to conduct a Phase II Environmental Site Assessment to include at a minimum, the following actions:

- a. Pressure washing of the building materials located north of the building at 1429 South Blosser Road and disposal of the rinsate (pesticide-containing water) per applicable County Environmental Health and Department of Toxic Substances Control standards, or testing of the building materials and disposal in accordance with applicable rules and regulations if elevated concentrations of chemicals are detected.
- b. Soil and soil vapor testing in the area of the two former underground storage tank locations on the 1429 South Blosser Road property previously owned by Viker Tractor and the two former underground storage tank locations on the 1441 South Blosser Road property previously owned by Cal Maria Engines & Equipment Inc.
- c. Conduct a follow-up soil investigation to determine where contaminated soil was removed from and whether the contaminated soil identified in 2002 on the 1441 South Blosser Road property was removed properly pursuant to current regulatory thresholds.
- d. Conduct additional soil sampling and environmental testing for hazardous materials and petroleum products in the area of reported soil contamination on the 1441 South Blosser Road property, as documented in 2014.
- e. Conduct soil sampling and environmental testing within 20 feet of the rail spur for Total Petroleum Hydrocarbons (TPH), metals, polyaromatic hydrocarbons, and chlorinated herbicides.

If contaminated soils above applicable screening levels are identified on-site, the Phase II ESA shall describe and implement all applicable protocol and procedures for remediation and disposal and these measures shall be implemented prior to construction of new uses on-site.

HAZ-2 Prior to issuance of construction permits, soil sampling shall be conducted in project site areas in proximity to South Blosser Road where soil disturbance or excavation is proposed for the presence of hazardous materials, including aerially deposited lead (ADL) and hydrocarbons. Soil sampling shall be conducted by a licensed geologist or other qualified professional as approved by the City. ADL sampling shall focus on unpaved areas and formerly unpaved areas within the right-of-way and shall be conducted in accordance with the California Department of Transportation (Caltrans) Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils. Analytes to be targeted should include gasoline-, diesel-, and oil-range hydrocarbons; volatile organic compounds; and fuel oxygenates. If contaminated soil is present, the appropriate abatement actions shall be implemented in accordance with applicable Caltrans Standard Special Provisions and other applicable standards.

HAZ-3 For the life of the project, no residential land uses shall be permitted to be developed within the project site as long as land uses directly adjacent to the project site utilize anhydrous ammonia in their operations systems. In the event that adjacent land uses decommission their use of anhydrous ammonia and residential land uses are proposed on-site, City staff shall conduct subsequent environmental review of any permit application that proposes residential uses.

10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;			X	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv. impede or redirect flood flows?			X	
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Setting:

The project site is located within the Santa Maria Watershed, one of the largest coastal drainage basins in California, and includes all areas tributary to the Cuyama, Sisquoc, and Santa Maria Rivers. The Santa Maria Watershed overlies the Santa Maria River Valley Groundwater Basin

(SMRVGB), covering more than 280 square miles in the southwestern corner of San Luis Obispo County and the northwestern corner of Santa Barbara County. Historically, the City pumped water from the SMRVGB as its sole water supply until the City began receiving State Water Project (SWP) water from the Central Coast Water Authority (CCWA) in 1997. The SMRVGB is currently under a 2008 court-ordered stipulation that allows the City to derive its water supply from local groundwater, associated return flows from imported SWP water that may be recaptured in the basin, and a share of the yield of Twitchell Reservoir operations.

Based on the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer (NFHL) Viewer, the project site is located in an area of minimal flood hazard and is not located within a 100-year floodplain (FEMA 2005). Based on the DOC Santa Barbara County Tsunami Inundation Maps, the project site is not located within an area with the potential for tsunami inundation (DOC 2019b).

The project is characterized by developed industrial and office uses with palm trees and other landscaping and paved areas for parking, delivery vehicles, and equipment staging (see Photos 1 and 2). The project site topography is nearly level and there are no natural surface water bodies within 1,500 feet (USFWS 2020).

Impact Discussion:

- a. The project includes the GPA and rezone to allow for the future development of public-oriented land uses permitted under the proposed PD/C-2 zoning designation. Potential future development would be required to comply with all federal, state, and local requirements, including a state Construction General Permit, which requires the preparation of a SWPPP for all projects that would require 1 acre or more of ground disturbance. The SWPPP would include BMPs to control the discharge of pollutants, including sediment from erosion, into local surface water drainages. Future development projects would further be required to comply with the adopted standards contained within City Municipal Code Sections 8-12 (wastewater) and 8-12A (stormwater). Section 8-12A.04 also incorporates the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region (Central Coast Regional Water Quality Control Board [RWQCB] Resolution No. R3-2013-0032). By incorporating these design provisions and permit review and approval procedures by the City, the project would not violate water quality standards and waste discharge requirements, and impacts would be *less than significant*.
- b. Future uses on-site would require new connections to the City's water services. The City utilizes the following available water supply sources: local groundwater, purchased water from the SWP, associated return flows recaptured from the SMRVGB, assigned rights to water from the SMRVGB, and assigned rights to augmented yield from Twitchell Reservoir. The City's water supply is expected to reliably meet the projected city water demands and have an available supply in excess through 2040, with the majority of this demand being met by imported state water (City of Santa Maria 2016). Based on the type of potential future development to be allowed on-site, such as development of the commercial retail uses, offices, carwash, and drive-thru coffee stand detailed in the conceptual development plan, and the sources of future water supply, the project would not result in a substantial decrease of groundwater supplies or substantial interference with groundwater recharge, and impacts would be *less than significant*.
- c.i-iv. The project site is fully developed and contains relatively large areas of existing impervious surfaces associated with buildings and parking areas on-site. Potential future development would be required to comply with all federal, state, and local requirements,

including a state Construction General Permit, which requires the preparation of a SWPPP for all projects that would require 1 acre or more of ground disturbance. The SWPPP would include BMPs to control the discharge of pollutants, including sediment from erosion, into local surface water drainages. Future development projects would further be required to comply with the adopted standards contained within City Municipal Code Sections 8-12 (wastewater) and 8-12A (stormwater). Section 8-12A.04 also incorporates the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region (Central Coast RWQCB Resolution No. R3-2013-0032).

Based on the FEMA NFHL Viewer (FEMA 2005), the project site is not located within a 100-year or other designated floodplain. Therefore, based on required compliance with existing state and local regulations, the project would not have the potential to result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, or impede or redirect flood flows; therefore, potential impacts would be *less than significant*.

- d. Based on the FEMA NFHL Viewer (FEMA 2005), the project site is not located within a 100-year flood zone. Based on the Santa Barbara County Tsunami Inundation Maps (DOC 2019b), the project site is not located in an area with potential for inundation by a tsunami. The project site is not located within close proximity to a standing body of water with the potential for a seiche to occur. Therefore, the project site has no potential to release pollutants due to project inundation and *no impacts* would occur.
- e. As discussed in the threshold analysis above, the project would not deplete groundwater supplies or interfere substantially with groundwater recharge. The project includes stormwater treatment and storage facilities and would not conflict with the Central Coastal Basin Plan or other water quality control plans. The project would not conflict with the Sustainable Groundwater Management Act (SGMA) or other local or regional plans or policies intended to manage water quality or groundwater supplies; therefore, impacts would be *less than significant*.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to hydrology and water quality; therefore, mitigation is not necessary.

11. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				X
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?		X		

Setting:

The project is located within the western portion of the city of Santa Maria, approximately 2 miles west of US 101. The project site is surrounded by industrial development to the north and west, residential development to the south, and existing agricultural fields to the east, which are currently proposed to be developed as a residential planned development with neighborhood commercial uses.

The project site is currently under the GI general plan designation and (M-2 zoning designation). The purpose of the GI general plan designation is to provide areas for all types of heavy industrial uses, but particularly those which need to be separated from other land uses because of the impacts associated with these activities, such as heavy truck traffic, noise, odor, or dust (City of Santa Maria 2018).

The proposed project includes a GPA and rezone to change the land use designation of the site from GI to CC, and the zoning from M-2 to PD/C-2. The *City of Santa Maria General Plan Land Use Element* identifies several policies that would be directly applicable to the project, including, but not limited to the following:

- **Policy L.U.1.** Establish and maintain a balanced mix of land uses to meet the present and future demands of the community.
- **Policy L.U.6.a.** Resolve conflicts between existing and proposed land uses, particularly residential and industrial uses, and prevent such conflicts in the future (related policies are in the Housing Element).
- **Policy L.U.7.** Avoid land use problems before they arise and create maximum harmony through innovative urban design between various land uses.
- **Policy L.U.8.** Continue to coordinate planning efforts among the various City departments and agencies, property owners, residents, and special districts.
- **Policy L.U.10.b.** Design neighborhood commercial centers so they serve the needs of surrounding residents.
- **Policy L.U.11.** Assure that a balance of land use between the employment generating commercial and industrial uses, and residential development is achieved.

Impact Discussion:

- a. The project is located on an existing developed parcel and future development allowed under the new zoning designation would be considered infill development. The project would not create a barrier to or close any existing public or private roadways or result in a barrier to movement or accessibility within the community. Therefore, the project would not physically divide an established community, and *no impacts* would occur.
- b. The project includes a GPA and rezone to allow for the future development of commercial land uses and other uses permitted under the proposed PD/C-2 zoning designation, on a project site currently located within the M-2 zoning designation. The project would be consistent with City Land Use Element Policies L.U.1 and L.U.10.b by allowing for the future development of commercial land uses near existing neighborhoods (see Figures 4 and 6). The project would also be consistent with Land Use Element Policy L.U.11 by allowing for the future development of commercial uses that would contribute new employment opportunities to local residents, which would help to improve the City's current jobs/housing imbalance.

While the proposed CC general plan designation's purpose is to include the majority of retail uses outside the central core of the city, this designation and the proposed PD/C-2 zoning could allow for the future development of residential efficiency units on-site, as well as R-2 and R-3 uses through the City's mixed-use ordinance.

Development of residential land uses on the project site could result in land use conflicts associated with the potential hazardous risks of the adjacent agricultural processing facilities' use of anhydrous ammonia, as well as general incompatibility concerns such as noise and lighting. The Santa Maria City Fire Department (SMFD) has reviewed the project and commented that the SMFD would not support the future development of any residential uses on the project site due to the life and safety concerns of placing those uses adjacent to or downwind of an industrial site that uses anhydrous ammonia. Consistent with City Land Use Element Policy L.U.8, the City relies on comments from other departments and agencies to inform the planning process. Therefore, as described in Section 9, Hazards and Hazardous Materials, Mitigation Measure HAZ-3 has been identified to restrict the future development of any residential land uses on-site as long as the site is located adjacent to industrial sites that use anhydrous ammonia. Upon implementation of this mitigation measure, the project would be consistent with City Land Use Element Policies L.U.6a and L.U.7. Therefore, potential impacts associated with conflicts with a land use plan or policy would be *less than significant with mitigation*.

Mitigation Measure(s) incorporated into the project:

Implement Mitigation Measure HAZ-3.

12. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
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?			X	

Setting:

Santa Maria's primary mineral resources are sand, rock, and oil. The Santa Maria River channel is considered to be a valuable mineral resource. The river contains the largest resources of Portland Cement Concrete-grade aggregate and almost 90% of the available alluvial sand and gravel resources in the Santa Barbara/San Luis Obispo County region. The Santa Maria Basin is also a significant hydrocarbon (i.e., oil and gas)-producing basin in California, historically allowing for the development of the oil industry throughout the region. Many of the areas oil wells have since been capped and abandoned due to the development and urbanization of the city. Based on the City's Resources Management Element, the project site is located within the City's areas designated for operational, existing, or abandoned oil facilities and an area where adequate information indicates that significant mineral deposits are present or a high likelihood for their presence exists (City of Santa Maria 2001).

Impact Discussion:

- a–b. The project parcel is located in an urban area of Santa Maria. Based on the City's Resources Management Element, the project site is located within the City's areas designated for operational, existing, or abandoned oil facilities and an area where adequate information indicates that significant mineral deposits are present or a high likelihood for their presence exists (City of Santa Maria 2001). Although the project site may overlie valuable oil and gas minerals, the area has been entirely built out with urban uses within the city. Therefore, the potential for future mining uses at the site is very low, and potential impacts would be *less than significant*.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to mineral resources; therefore, mitigation is not necessary.

13. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b. Generation of excessive groundborne vibration or groundborne noise levels?			X	
c. For a project located within the vicinity of a private airstrip or 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?			X	

Setting:

Community noise equivalent levels (CNEL) are typically measured in terms of decibels (dB) or A-weighted decibels (dBA). A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Equivalent noise level (L_{eq}) is the average noise level on an energy basis for a specific time period. The duration of noise and the time of day at which it occurs are important factors in determining the impact of noise on communities. The CNEL and Day-Night Average Level (L_{dn}) account for the time of day and duration of noise generation. These indices are time-weighted average values equal to the amount of acoustic energy equivalent to a time-varying sound over a 24-hour period. The *City of Santa Maria General Plan Noise Element* (City of Santa Maria 1996) includes noise compatibility standards for noise exposure by land use, including interior and exterior noise standards (Table 9).

Table 9. Interior and Exterior Noise Standards

Land Use Categories		Standard dB CNEL	
Category	Uses	Interior	Exterior
Residential	Single Family, Duplex, Multiple Family, Mobile Home	45	60
Noise-Sensitive Land Uses	Motel, Hospital, School, Nursing Home, Church, Library, and Other	45	60
Commercial	Retail, Restaurant, Professional Offices	55	65
Industrial	Manufacturing, Utilities, Warehousing, Agriculture	65	70
Open Space	Passive Outdoor Recreation	--	65

Source: City of Santa Maria 1996

The project site is surrounded by industrial development to the north and west, residential development to the south, and existing agricultural fields to the east, which have been recently rezoned to allow for the future development of a residential planned development with neighborhood commercial uses. The project area's ambient noise environment is characterized by roadway vehicle noise generated by South Blosser Road and La Brea Avenue. The northern boundary of the project site is located adjacent to an existing rail spur that serves the SMVRR, which occasionally would contribute noise to the environment as well. Noise from adjacent industrial uses would primarily come from truck deliveries. A noise study prepared for the Titan agricultural processing facility located approximately 500 feet west of the proposed project estimated the existing CNEL of the area to be in the range of 60-65 dBA. Based on the City's Noise Element, noise levels along South Blosser Road between Betteravia and Stowell Roads in 1995 included 55 dB within 505 feet from the roadway centerline, 60 dB CNEL within 235 feet, 65 dB CNEL within 109 feet, and 70 dB CNEL within 51 feet (City of Santa Maria 1996).

The project is located next to a rail spur of the SMVRR. According to the City's Noise Element, train movements on the SMVRR are not substantial enough to generate 60 dB CNEL noise contours extending beyond the railroad right-of-way (City of Santa Maria 1996).

Based on SBCAG's MapGeo tool, the project site is located within AIA Review Area 2 of the Santa Maria Public Airport. Review Area 2 consists of the overflight and airspace protection layer for airports. The project site is not located within airport noise contours at or above 60 dB or located within any of the designated safety zones (SBCAG 2019, 2020).

Impact Discussion:

- a. The project parcel is located within 90 feet of an existing residential single-family neighborhood to the south of the project parcel, and within 750 feet of a high-density residential neighborhood to the northeast. No other sensitive receptor locations occur within 1,000 feet of the project parcel.

Potential future development of the project site would result in a temporary increase in noise levels associated with demolition and construction activities, equipment, and vehicle trips. Demolition and construction noise would be variable, temporary, and limited in nature and duration. Due to the close proximity of the project site to nearby sensitive residential uses, future development of the project site may have the potential to exceed City noise standards for these uses. The City's Noise Element identifies a measure that states hours of construction activity shall be limited in residential areas in order to reduce the intrusion of noise in the early morning and late evening hours, and on weekends and holidays. Mitigation Measures N-1 and N-2 have been identified to limit construction hours, control construction noise through the provision of mufflers and regular maintenance of all equipment, and locate staging areas at the greatest distance from sensitive receptors, as feasible.

The project site is located in an area where the ambient noise environment is generally dominated by traffic noise from vehicles traveling along South Blosser Way, La Brea Avenue, the adjacent rail spur, and delivery vehicles serving adjacent industrial uses. Based on a noise study prepared for the Titan agricultural processing facility located immediately west of the proposed project, the estimated existing CNEL of the project area is in the range of 60–65 dBA.

Upon completion of future construction activities, future development of the project site would include operation of retail commercial uses allowed under the proposed PD/C-2 zoning designation. Commercial retail uses would contribute vehicle noise from employee trips, customer vehicle trips, and noise associated with delivery vehicles. The project

would allow for the future development of uses that would have the potential to result in a long-term increase in ambient noise levels, such as a car wash facility, as identified on the conceptual development plan. Such a facility would have the potential to operate substantial noise-generating equipment including dryer systems, washing equipment, and vacuums. Depending on where such a use could be located within the site, future development of a carwash could have the potential to result in an exceedance of the ambient interior and/or exterior noise standards for proximate residential uses during operation. Mitigation measure N-3 has been identified to require the preparation of a noise study if a car wash facility is proposed on-site. The noise study shall evaluate the potential for the proposed facility to exceed interior and exterior ambient noise standards set forth in the City Noise Element and identify the necessary noise attenuation measures/technology needed to avoid exceedance of the City's noise standards.

Therefore, impacts related to generation of noise levels in excess of standards established in local plans would be *less than significant with mitigation*.

- b. Potential future development of the project parcel would include the construction of new land uses permitted under the proposed PD/C-2 zoning designation and installation of new utility connections. Development of these types of uses would not require pile driving or other high-impact activities that would generate substantial groundborne noise or groundborne vibration during construction. Use of heavy construction equipment would generate groundborne noise and vibration, but these activities would be limited in duration and consistent with other standard construction activities and would very likely not be substantial enough to be detected by occupants of surrounding land uses. Therefore, potential impacts would be *less than significant*.
- c. Based on the Draft ALUCP (SBCAG 2019), which includes the proposed future runway extension, the project site would not be located within the Santa Maria Public Airport's 60 dB or above noise contours. Therefore, impacts associated with future development of the project parcel workers' or occupants' exposure to excessive noise levels from aircraft would be *less than significant*.

Mitigation Measure(s) incorporated into the project:

- N-1** During construction of any future development within the project parcel, construction activity shall be limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 5:00 p.m. on Saturdays in accordance with the City's Noise Element. No noise-generating construction activities are allowed to occur on Sundays or state or federal holidays. Construction equipment maintenance shall be limited to the same hours. Non-noise-generating construction activities without mechanical equipment are not subject to these restrictions.
- N-2** During construction of any future development within the project parcel, all equipment shall be properly maintained to ensure that no additional noise, due to worn or improperly maintained parts, is generated. Stockpiling and vehicle staging areas shall be located as far as practical from sensitive noise receptors. Every effort shall be made to create the greatest distance between noise sources and sensitive receptors during construction activities.
- N-3** If a car wash facility is proposed on-site, at the time of application for land use permits, a noise study shall be prepared to evaluate the potential for the proposed identify noise attenuation measures and/or technology necessary to maintain acceptable ambient noise levels of the surrounding land uses per the City's current Noise Element policies, as necessary. The report shall be subject to the review and approval of the Community Development Department and recommendations in the report shall be incorporated into any

future car wash project to ensure ambient noise levels would be maintained consistent with the City's Noise Element policies in effect at the time of permit application.

14. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned 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)?			X	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Setting:

Since the early 1990s, Santa Maria has experienced a consistent increase in population, largely due to a growing migrant workforce for nearby agriculture, and Santa Maria is one of the fastest growing areas in Santa Barbara County, due in part to the affordable housing it provides relative to the cities of Santa Barbara and San Luis Obispo Counties. The City has also developed a number of programs and policies to further encourage growth and development.

Impact Discussion:

- a. The project includes the GPA and rezone to allow for the future development of commercial retail uses permitted under the proposed PD/C-2 zoning designation. While the proposed CC general plan designation's purpose is to include the majority of retail uses outside the central core of the City, this designation and the proposed PD/C-2 zoning could allow for the future development of residential efficiency units on-site, as well as R-2 and R-3 uses through the City's mixed-use ordinance. Based on the size of the project site and limitations that would apply to future development of residential uses, any future development of residential uses on the project site would not result in substantial unplanned population growth in the area. In addition, based on potential impacts associated with hazardous material release and land use compatibility, a mitigation measure has been identified to prohibit any future development of residential uses on-site while adjacent uses utilize hydrous ammonia (see Section 9, Hazards and Hazardous Materials, threshold b, and Section 11, Land Use and Planning, threshold b). Therefore, potential impacts associated with substantial unplanned population growth would be *less than significant*.
- b. The project site does not currently support any residential uses and would not result in the rezoning of residentially zoned land. The project would not result in the displacement of any existing or proposed housing; therefore, *no impacts* would occur.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to population and housing; therefore, mitigation is not necessary.

15. PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?			X	
ii. Police protection?			X	
iii. Schools?			X	
iv. Parks?			X	
v. Other public facilities?			X	

Setting:

Fire and police protection services are provided by the City. The city is served by six fire stations, where all risk emergency services, as well as public education programs, fire prevention, and life safety measures, are provided to the city's residents by the SMFD. The nearest fire station to the project site is Fire Station 2, located at 416 West Carmen Lane, approximately 1.4 miles southeast from the project site. Fire Station 2 is a 6,600-square-foot neighborhood fire station that includes two engine apparatus bays. The project site is also within close proximity to Fire Station 1, located at 300 West Cook Street, approximately 1.7 miles northeast of the project site. Fire Station 1 was constructed in 2002 and includes three drive-through engine apparatus bays (City of Santa Maria 2013).

The Santa Maria Police Department (SMPD) provides law enforcement services for the city. Orcutt and the other unincorporated areas of Santa Barbara County are served by the Santa Barbara County Sheriff's Department. SMPD has 129 sworn officers and 51 full-time support personnel, and provides a full range of professional police services, including civil order, preventative patrol, investigations, traffic control and enforcement, criminalistics, crime prevention, drug enforcement, and drug abuse prevention.

The city's elementary and junior high schools are within the Santa Maria-Bonita School District, and the city's high schools are within the Santa Maria Joint Union High School District.

Impact Discussion:

- a.i. Future development of the project site would be served by the SMFD. The proposed change in general plan designation and zoning to CC and PD/C-2 would not substantially increase demand on fire services from existing industrial uses located on-site. Any future development permit applications submitted for development on the project site would be reviewed by the SMFD for conformance with applicable regulations and standards. Development impact fees would be collected at the time of approval of development permits for the provision of capital facilities for fire services. No new or physically altered public service facilities or personnel would be required as a result of the proposed project; therefore, potential impacts would be *less than significant*.
- a.ii. Future development of the project site would be served by the SMPD. The project does not propose a new use or activity that would require additional police services above existing uses on-site or what is normally provided for similar surrounding commercial uses and residential developments. The proposed project would not result in a substantial increase in demand for police protection; therefore, potential impacts would be *less than significant*.
- a.iii. The project site is located within the Santa Maria-Bonita and Santa Maria Joint Union High School Districts. Under the proposed PD/C-2 zoning, future development on the project site could include the commercial retail uses as well as several types of residential uses allowed under the proposed PD/C-2 zoning and City mixed-use ordinance. Any future development of residential uses would be subject to developer fees to offset the costs associated with increased student enrollment. Based on the project site size and limitations that would be applicable to future development of residential uses, the project would not result in a substantial increase in school-age residents. In addition, based on potential impacts associated with hazardous material release and land use compatibility, a mitigation measure has been identified to prohibit any future development of residential uses on-site while adjacent uses utilize hydrous ammonia (see Section 9, Hazards and Hazardous Materials, threshold b, and Section 11, Land Use and Planning, threshold b). Therefore, the project would not result in a need for new or physically altered school facilities, and impacts would be *less than significant*.
- a.iv. As discussed above, the project would allow for the future development of commercial retail uses on a project site that currently supports industrial and office uses. The project would be subject to mandatory City park fees to offset impacts associated with additional use by new residents and, due to the relatively small site size and limited number of potential residential units that would be allowed to be developed on-site, the project would not result in the need for new park facilities. In addition, based on potential impacts associated with hazardous material release and land use compatibility, a mitigation measure has been identified to prohibit any future development of residential uses on-site while adjacent uses utilize hydrous ammonia (see Section 9, Hazards and Hazardous Materials, threshold b, and Section 11, Land Use and Planning, threshold b). Therefore, impacts related to public park facilities would be *less than significant*.
- a.v. As discussed above, the project would not result in a substantial increase in the need for public services above existing land uses. Future development activities would be subject to applicable development impact fees; therefore, the project would not result in substantial adverse physical impacts associated with new or physically government facilities developed in order to maintain performance objectives and potential impacts would be *less than significant*.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to public services; therefore, mitigation is not necessary.

16. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
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?			X	

Setting:

The City's recreation system is comprised of several local parks and recreational facilities, which are managed by the Recreation and Parks Department. The Department operates 234 acres of developed parkland in 27 neighborhood and community parks.

Impact Discussion:

- a–b. Future development of commercial retail uses on the project site would not result in an increase in the use of existing park facilities in the vicinity and would not result in the need for new or physically altered park facilities. The proposed project would not increase use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. In addition, the proposed project does not include the construction of recreational facilities or expansion of existing recreational facilities. Any potential future development of the project site would include land uses that would not require development or expansion of existing recreational facilities; therefore, potential impacts would be *less than significant*.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to recreation; therefore, mitigation is not necessary.

17. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		X		
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
d. Result in inadequate emergency access?			X	

Setting:

The project site is located adjacent to a rail spur of the Santa Maria Valley Railroad. The Santa Maria Valley Railroad system consists of 14 miles of main line track interchanging with the Union Pacific Railroad in Guadalupe and serving Santa Maria and Santa Maria Valley. The Santa Maria Valley Railroad provides daily freight service and does not take passengers. Amtrak currently utilizes the Southern Pacific Railroad's coastal north-south line but does not directly serve the City of Santa Maria. Passengers from Santa Maria must travel approximately 30 miles north to the City of San Luis Obispo or approximately 60 miles south to the City of Santa Barbara to use the Amtrak trains. However, curbside stops of Amtrak buses occur in the 100 block of South Nicholson Avenue within the city. Based on the City Circulation Element, the City currently supports the phased implementation of a light rail transportation network to provide an alternative mode of transportation to link residential areas to employment and activity centers (City of Santa Maria 2011).

The City provides four types of public transportation services. Santa Maria Area Transit (SMAT) is a local bus service that operates in Santa Maria and Orcutt. The Breeze is the intercity service that operates between Santa Maria, Lompoc, and Vandenberg Air Force Base. ADA Paratransit is the complementary paratransit for persons with disabilities. The Clean Air Express (CAE) is the interregional service that operates between Santa Maria, Lompoc, Goleta, and Santa Barbara. The project site is located within 1 mile of three SMAT bus stops, the Stowell at Western bus stop located approximately 0.2 mile east of the project site, the Morrison at Western bus stop located approximately 0.7 mile northeast of the project site, and the Carmen Lane at Trinity Drive bus stop located approximately 0.9 mile south of the project site, all three of which are located along SMAT Route 4. Primary destinations served by SMAT Route 4 include the downtown transit center, Miller Street, the Edwards Community Center, the Town Center Mall, VTC Enterprises (which assists individuals with disabilities), and the Santa Maria Public Airport.

The Santa Maria Bikeway Master Plan identifies strategies and actions for the improvement of bicycling in Santa Maria and includes the identification of over 131 miles of proposed bicycle facilities within the city. There is an existing Class I bike path and Class II bike lanes on the west side of South Blosser Road between La Brea Avenue and Battles Road. The Bikeway Master Plan identifies a proposed extension of the Class I Bike Path and Class II Bike Lanes along South Blosser Road to continue north of La Brea Avenue and terminate at Stowell Road. Adjacent proposed development east of Blosser Road includes plans to construct a bike lane and sidewalk on the east side of the roadway.

The project site currently includes two existing driveways off of La Brea Avenue and Blosser Road, one on each parcel. Blosser Road is a north-south four-lane primary arterial located to the east of the project site. The posted speed limit is 40 miles per hour (mph) north of Stowell Road and 45 mph south of Stowell Road. There is continuous sidewalk on the west side of the road between Stowell Road and Battles Road with intermittent sidewalks on the east side. La Brea Avenue is an east-west two-lane roadway located south of the project site with no posted speed limit. There are sidewalks on both sides of the road and no existing or proposed bikeways. The roadway currently terminates at Blosser Road and adjacent development east of Blosser Road will construct a new eastern leg of this intersection.

A Transportation Impact Study (TIS) was prepared for the project and included the evaluation of the Blosser Road/Stowell Road intersection, the Blosser Road/La Brea Avenue intersection, and the Blosser Road/Battles Road intersection (CCTC 2021). Level of Service (LOS) is a metric for describing the quality of operation of either a road segment or street intersection based on vehicle delay. While LOS is no longer an allowable metric for CEQA impact analysis, it was evaluated in the TIS to determine consistency with planning documents for the City of Santa Maria.

In 2013, SB 743 was signed into law with the intent to “more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions” and required OPR to identify new metrics for identifying and mitigating transportation impacts within CEQA. As a result, in December 2018, the California Natural Resources Agency certified and adopted updates to the State CEQA Guidelines. The revisions included new requirements related to the implementation of SB 743 and identified VMT per capita, VMT per employee, and net VMT as new metrics for transportation analysis under CEQA (as detailed in Section 15064.3[b]). Beginning July 1, 2020, the newly adopted VMT criteria for determining significance of transportation impacts were implemented statewide.

In November 2020, the City of Santa Maria adopted revisions to the City Environmental Procedures to include significance criteria for VMT. These procedures provide criteria for screening out certain discretionary projects that are not subject to a VMT analysis and thresholds of significance for all other discretionary projects that require VMT analysis. Consistent with CEQA Guidelines Section 15064.7, Thresholds of Significance, the City of Santa Maria has adopted the countywide baseline average and thresholds set at 85% of these countywide baseline averages (15% below countywide baseline average) for determining whether a project's increase in VMT will be significant. Based on the current countywide baseline, employment generating projects (commercial, industrial, manufacturing, etc.) that generate less than 9.41 VMT per employee (one-way trip) would be considered to result in a less-than-significant VMT impact. New residential projects (single family, multi-family, mobile home) that generate less than 6.17 VMT per person (one-way trip) would also be considered to result in a less-than-significant VMT impact. Projects that exceed these thresholds may have a significant effect on the environment and may require project revisions and/or mitigation measures to reduce the impact to less than significant. Pursuant to guidance set forth in CEQA Guidelines Section 15064.3, for retail development projects, redevelopment projects, medical development projects, and infrastructure projects that

require a VMT analysis, the City has adopted “net change” in VMT as the applicable threshold for determining a significant impact, i.e., if the regional VMT with the project is greater than the regional VMT without the project, the project would result in a significant impact (City of Santa Maria 2020c).

Impact Discussion:

- a. A TIS was prepared for the project and included the evaluation of the Blosser Road/Stowell Road intersection, the Blosser Road/La Brea Avenue intersection, and the Blosser Road/Battles Road intersection (CCTC 2021). While LOS is no longer an allowable metric for CEQA impact analysis, it was evaluated in the TIS to determine consistency with planning documents for the City of Santa Maria. It is important to note that future Planned Development permits for built out of the project site would be required to implement all measures identified in the TIS to address consistency with the City’s LOS policies.

Future development of the project site would be required to include off-street parking spaces in accordance with the standards set forth in the City Zoning Ordinance Section 12-32.03. Based on the proposed conceptual development plan, the project would provide sufficient parking area on-site and would be consistent with Policy C.1.c of the Circulation Element requiring developments to provide sufficient parking spaces.

Policy C.6.a.1 of the City Circulation Element states that the City shall promote the use of alternative transportation modes such as transit, bicycle, pedestrian, airplane, and light rail to relieve traffic congestion and improve air quality, and policy C.6.c.2 of the City Circulation Element states that the City shall provide safe, efficient, and convenient streets for the use of pedestrians and cyclists throughout the City, and where possible, provide separate bikeway access to major destinations to assure safety. In addition, the Santa Maria Bikeway Master Plan identifies a proposed extension of the existing Class I Bike Path and Class II Bike Lanes along South Blosser Road to continue north of La Brea Avenue and terminate at Stowell Road.

The project includes the rezone of the approximately 6.74-acre site to allow for the future development of uses allowed within the C-2 zone, such as commercial retail and office uses, drive-thru coffee shop and carwash identified in the conceptual development plan. These uses would have the potential to attract a substantial increase of employees and customers traveling to and from the project site. Therefore, mitigation measure TR-1 has been identified to require the project applicant to coordinate with the Public Works Department to determine the project applicant’s fair share contribution to the development of a Class I Bike Path and Class II Bike Lane to be located along the western side of South Blosser Road from La Brea Avenue to the north to Stowell Road (the next major intersection).

The Blosser Road/La Brea Avenue intersection currently has pedestrian signals with no marked crosswalks. Based on the increased pedestrian and vehicle traffic that could be generated by the future development of commercial uses on the project site, mitigation measure TR-2 has been identified to require installation of a crosswalk on the west leg of the South Blosser Road/La Brea Avenue intersection to improve pedestrian safety at that location. Upon implementation of mitigation measures TR-1 and TR-2, the project would be consistent with the Santa Maria Bikeway Master Plan and the City Circulation Element. Therefore, potential impacts would be *less than significant with mitigation*.

- b. Based on the City's adopted Environmental Procedures and Guidelines, the project did not meet the screening criteria to be exempt from requiring the preparation of a VMT analysis. The City's Environmental Procedures and Guidelines state that commercial retail and redevelopment projects that require VMT analysis would have a less than significant transportation impact if the regional VMT with the project is lower than the regional VMT without the project (City of Santa Maria 2020c).

The Santa Barbara Council of Associated Governments (SBCAG) Travel Demand Model was used to develop VMT estimates with and without the buildout of the project. Based on the results of the model, the project would reduce regional VMT by adding employment and shopping uses to a predominantly residential area (CCTC 2021). In accordance with State CEQA Guidelines Section 15064.3(b) and the City's adopted Environmental Procedures and Guidelines, projects that reduce or have no impact on regional VMT have a less-than-significant transportation impact. Therefore, potential impacts associated with a conflict or inconsistency with State CEQA Guidelines Section 15064.3 (b) would be *less than significant*.

- c. Based on the conceptual development plan, future development of uses on-site could include reconfiguration of the site's access driveways. Potential future development could result in the removal of the eastern most driveway on La Brea Avenue, removal of both existing driveways located along South Blosser Road, and construction of three new full access driveways along South Blosser Road. The American Association of State Highway and Transportation Officials (AASHTO) states that "ideally, driveways should not be located within the functional area of an intersection or the influence area of an adjacent driveway." Similarly, The City's General Plan Land Use Element identifies Objective 10d which states, "allow retail and office uses to use shared parking arrangements to meet parking requirements where appropriate and encourage comment access between centers to reduce the number of ingress and egress points along Broadway, Main, and other major arterials."

Based on an evaluation of existing and the conceptual development plan's driveway configurations, it was determined that while left turns into the project site from Blosser Road would operate acceptably under existing and cumulative plus project conditions, allowing left turns from the project site to Blosser Road would result in unacceptable operations and would increase the likelihood for vehicle collisions at this location. Therefore, mitigation measure TR-3 has been identified to restrict potential future driveway configurations on-site to prohibit outbound left turns from the project site onto Blosser Road.

In addition, potential future driveway configurations could include locating a new driveway along Blosser Road within the influence area of the South Blosser Road and La Brea Avenue intersection, as shown within the conceptual development plan. In order to demonstrate consistency with applicable AASHTO standards and reduce the potential for vehicle/cyclist/pedestrian collisions at this location, mitigation measure TR-4 has been identified to require any future proposed driveways located within the intersection influence area to be moved outside of the intersection influence area, and if relocation is not feasible, that the driveway be restricted to right-in, right-out access only.

Upon implementation of TR-3 and TR-4, the project would not result in an increase in safety hazards due to a geometric design feature or incompatible uses; therefore, potential impacts would be *less than significant with mitigation*.

- d. The proposed project does not include any characteristics or features that would result in inadequate emergency access. The project would not result in the closure of any roads. Potential future development of access driveways on-site would be required to be developed in compliance with state and local safety regulations and all improvements would be required to comply with applicable CBC and California Fire Code requirements pertaining to emergency access; therefore, impacts related to inadequate emergency access would be *less than significant*.

Mitigation Measure(s) incorporated into the project:

- TR-1** At the time of application for land use development permits, the project applicant shall coordinate with the Public Works Department to determine and pay their fair share contribution to extending the existing Class I Bike Path and Class II Bike Lane along the western side of South Blosser Road north to Stowell Road. The land use site plans shall also include space to accommodate these improvements.
- TR-2** At the time of application for land use development permits, the project development plans shall include a crosswalk at the western leg of the South Blosser Road/La Brea Avenue intersection.
- TR-3** At the time of application for land use development permits, on-site circulation plans shall indicate that outbound left turns from the project site onto South Blosser Road will be prohibited.
- TR-4** At the time of application for land use development permits, on-site circulation plans shall indicate that all proposed driveways are located outside of the influence area of the South Blosser Road/La Brea Avenue intersection. If avoidance of the influence area is not feasible, all driveways located within the intersection influence area shall be restricted to right-in right-out access only.

18. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X		
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Setting:

Approved in 2014, AB 52 added tribal cultural resources to the categories of resources that must be evaluated under CEQA. Tribal cultural resources are defined as either of the following:

- 1) Sites, features, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - a. Included or determined to be eligible for inclusion in the CRHR; or
 - b. Included in a local register of historical resources as defined in PRC Section 5020.1(k).
- 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c). In applying these criteria for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Recognizing that tribes have expertise with regard to their tribal history and practices, AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested notice of projects proposed within that area. If the tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe regarding the potential for adverse impacts on tribal cultural resources as a result of a project. Consultation may include discussing the type of environmental review necessary, the presence and/or significance of tribal cultural resources, the level of significance of a project's impacts on the tribal cultural resources, and available project

alternatives and mitigation measures recommended by the tribe to avoid or lessen potential impacts on tribal cultural resources.

Passed in 2004, SB 18 requires cities and counties to consult with Native American tribes to help protect traditional tribal cultural places as part of a general plan adoption or amendment. Unlike AB 52, SB 18 is not an amendment to, or otherwise associated with, CEQA. Instead, SB 18 requires that, prior to the adoption or amendment of a city or county's general plan, the city or county must conduct consultations with California Native American tribes for the purpose of preserving specified places, features, and objects that are located within the city or county's jurisdiction. Under SB 18, cities and counties must notify the appropriate Native American tribe(s) of intended adoption or amendments to general plans and offer the opportunity for the tribe(s) to consult regarding traditional tribal cultural places within the proposed plan area.

The City (the CEQA Lead Agency) provided notification to Native American tribes affiliated with the project area pursuant to AB 52 and SB 18 on July 1, 2020. On July 1, 2020, Freddie Romero, Cultural Resources Coordinator of the Santa Ynez Band of Chumash Indians (SYBCI), contacted City staff and stated that if no development is planned at this time, SYBCI had no comments regarding the proposed project. No other comments or requests for consultation have been received to date (February 1, 2021).

Impact Discussion:

- a.i-ii. The project site does not contain any known tribal cultural resources that have been listed, or are eligible for listing, in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k). The potential for the existence of buried archaeological materials within the project area is considered low based on the historic physical setting and extent of previous disturbance. In addition, the City provided notification to local tribes regarding the proposed project and received no comments identifying potential tribal cultural resource sensitivity or requests for consultation. Despite the low sensitivity of the site, discovery of unknown subsurface resources during future earthmoving activities associated with future development of the project site is a possibility. Unknown significant subsurface resources, as described in Section 5, Cultural Resources, would be considered significant tribal cultural resources, as well. Standard mitigation measures have been proposed to ensure impacts to any unknown resources that may be encountered during project development would be avoided and/or minimized; therefore, potential project impacts would be *less than significant with mitigation*.

Mitigation Measure(s) incorporated into the project:

Implement Mitigation Measures CR-1 and CR-2.

19. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Setting:

The City operates its own wastewater collection and treatment system. The City's wastewater collection system consists of eight wastewater basins with associated trunk sewers and one treatment plant. The City Utilities Department is responsible for delivering water, treating wastewater, refuse collection, recycling, operating the Santa Maria Regional Landfill and its Household Hazardous Waste Facility, street sweeping, and regulatory compliance. The City's Water Resources Operation and Maintenance Section is responsible for supplying residents with potable water for domestic, industrial, and fire protection purposes. Solid Waste Collection and Disposal Services consist of six distinct areas: residential refuse collection, commercial refuse collection, landfill disposal operations, street sweeping, recycling operations, and regulatory compliance.

Impact Discussion:

- a. Future development of uses permitted under the proposed PD/C-2 zoning designation on the project site would require installation of new connections to utility infrastructure, including City water and sewer lines, and PG&E power facilities. Construction of these new utility components would have the potential to result in environmental impacts to air quality, biological resources, previously unknown cultural resources, greenhouse gas

emissions, and noise, as discussed in their respective sections above. Implementation of Mitigation Measures AQ-1, AQ-4, AQ-5, BIO-1, CR-1 and CR-2, HAZ-1 and HAZ-2, and N-1, N-2, and N-3 would effectively mitigate potential environmental impacts associated with construction or extension of existing utilities; therefore, potential impacts would be *less than significant with mitigation*.

- b. Future uses permitted under the proposed PD/C-2 zoning designation on the project site would require new connections to the City's water services. The City utilizes the following available water supply sources: local groundwater, purchased water from the SWP, associated return flows recaptured from the SMRVGB, assigned rights to water from the SMRVGB, and assigned rights to augmented yield from Twitchell Reservoir. The City's water supply is expected to reliably meet the projected city water demands and have an available supply in excess through 2040, with the majority of this demand being met by imported state water (City of Santa Maria 2016).

The conceptual development plan includes potential development of a single-story 10,478-square-foot commercial retail building, two two-story buildings with 10,280 square feet of commercial retail uses on the first floor and 8,000 square feet of commercial/office uses on the second floor, a 2,700-square-foot drive-thru coffee shop, a 1,658-square-foot gas station (six pumps), a 970-square-foot car wash facility, and a two-story building with 10,748 square feet of commercial retail uses on the first floor and 8,000 square feet of commercial/office uses on the second floor. No residential uses, including efficiency units, are proposed in the conceptual development plan. If proposed, the development of a car wash facility would be subject to the requirements set forth in Assembly Bill 2230, which requires commercial car wash facilities to install operational recycled water systems. Recycled water systems captures and reuses water previously used in wash or rinse cycles, resulting in an overall substantial reduction in water demand from car wash facilities (California Legislative Information 2021). Based on the type of potential future development to be allowed on-site, such as the development shown in the conceptual development plan, and the current status of the City's water supply sources, there would be sufficient water supplies available to serve the project site's potential future development of uses during normal, dry, and multiple dry years; therefore, impacts would be *less than significant*.

- c. The project's wastewater demands would be served by the City Utilities Department, which owns and operates the wastewater system for the City. Based on the City Sewer System Management Plan (City of Santa Maria 2020b), the City upgrades sewer lines on an ongoing basis. Capital improvements to the sewer system are implemented based on recommendations derived from the Utility Strategic Scoping Study updates, the most recent update having been completed in 2014. Developers proposing a land use different from what was identified in the Utility Strategic Scoping Study are required to conduct a sewer study to implement upgrades specifically associated with growth.

The project includes a GPA and zone change to allow for the future development of commercial retail uses permitted under the proposed PD/C-2 zoning designation. At the time Planned Development permits are applied for, future development on the project site would require the preparation of a sewer study to evaluate how the change in allowed land uses would impact the sewer system, and developers would be required to contribute funding for any needed trunk line upgrades needed to serve the project site, if applicable, per the City's Urban Water Management Plan. Therefore, the project's potential impacts associated with provision of adequate wastewater treatment capacity would be *less than significant*.

- d, e. The City currently disposes of solid waste at the Santa Maria Regional Landfill, located at 2065 East Main Street in Santa Maria. The City has also initiated development of a new landfill—the Santa Maria Integrated Waste Management Facility (Los Flores Ranch Landfill; Facility No. 42-AA-0076), located in the Solomon Hills approximately 8 miles southwest of the city and 0.5 mile east of US 101 in an unincorporated portion of Santa Barbara County. The new facility will have a design capacity of approximately 131 million cubic yards of waste with an estimated closure date of 2105. The permit for the new facility is consistent with the Santa Barbara County Integrated Waste Management Plan, which was approved by the California Department of Resource Recycling and Recovery (CalRecycle) on October 18, 2011, as well as the standards adopted by CalRecycle, pursuant to PRC Section 44010. In addition, the design and planned operation of the facility is consistent with the State Minimum Standards for Solid Waste Handling and Disposal as determined by the enforcement agency based on review of the January 11, 2011, Joint Technical Document, pursuant to PRC Section 44009.

The project would rely on the City's solid waste collection services and facilities. Based on the existing and projected available capacity, the proposed demolition of existing structures and future development of commercial retail, office, and/or other uses on-site allowed by the proposed PD/C-2 zoning designation would not result in the need for new or expanded solid waste facilities. Therefore, potential impacts associated with generation of solid waste in excess of local infrastructure capacity and compliance with state and local solid waste regulations would be *less than significant*.

Mitigation Measure(s) incorporated into the project:

Implement Mitigation Measures AQ-1, AQ-4, AQ-5, BIO-1, CR-1 and CR-2, HAZ-1, HAZ-2, and N-1 and N-2.

20. WILDFIRE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

Setting:

The project is located in an urban area within Santa Maria. The *Integrated Regional Multi-Hazard Emergency Response Plan for the Cities of Santa Maria and Guadalupe* was established in order to clearly delineate the planning area procedures and policies when responding to a major emergency event. This includes any significant threat or potential disaster that could impact the health, safety, and property of the public within the planning area. The objectives of this plan include, but are not limited to, identifying authorities and their respective responsibilities for planning and response activities, establishing the policies for providing emergency information to the public, and describing the resources available to support emergency response activities (Santa Maria Fire Department 2016).

The most significant wildland fire hazards in the project vicinity are associated with the coastal sage scrub and grass-covered slopes in the Casmalia Range and Solomon Hills to the south of the city. In this area, the factors of vegetation, slope, and human proximity interact to create the most significant relative level of risk. The oak savannah hillsides to the east of US 101 and north of Clark Avenue represent another wildland fire hazard area. The native vegetation that remains in this general location has the potential to ignite and create a localized hazard; however, a fire in this vicinity would not be as vigorous as a similar outbreak in the Casmalia Range or Solomon Hills. The Santa Maria Valley Oil Field represents another type of fire risk. The presence of flammable liquids and spark-producing machinery create the possibility of fire initially fueled by residual petroleum that could spread to grasses and weeds growing near wells and pipelines (City of Santa Maria 1995).

The urbanized areas of Santa Maria are generally protected from most aspects of grassland and brush fires. However, accumulating weeds along roadsides and in vacant lots make even urban locations potentially hazardous from a wildland fire standpoint. For these reasons, an enforceable weed abatement program was established in 2017 to reduce these risks whenever structures are present.

The California Fire Code provides minimum standards for many aspects of fire prevention and suppression activities. These standards include provisions for emergency vehicle access, water supply, fire protection systems, and the use of fire-resistant building materials.

Impact Discussion:

- a. Implementation of the proposed project would not result in a significant temporary or permanent impact on any adopted emergency response plans or emergency evacuation plans. No breaks in utility service or road closures would occur as a result of project implementation; therefore, potential impacts would be *less than significant*.
- b. The project is located within a developed site located within an urban area of Santa Maria. Future development of the project site would not substantially change the existing topography of the project site. Future development would be required to meet all applicable standards for fire prevention within the CBC and California Fire Code, including having adequate access to water for fire protection purposes, provision of fire detection equipment, fire sprinklers, etc. Therefore, the project would not exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and potential impacts would be *less than significant*.
- c. The project would include the installation of new connections to existing electricity, water, wastewater, stormwater, and natural gas infrastructure. These proposed infrastructure components would occur within existing developed land and would be required to be installed in full compliance with applicable CBC and California Fire Code regulations; therefore, potential impacts associated with exacerbation of fire risk from installation of new infrastructure would be *less than significant*.
- d. The project site is generally flat and would not be located near a hillslope or in an area subject to downstream flooding or landslides. The project does not include any design elements that would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, impacts would be *less than significant*.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to wildfire; therefore, mitigation is not necessary.

CONSULTATION AND DATA SOURCES

CONSULTATION SOURCES

City Departments Consulted

☐	Administrative Services
☐	Attorney
☒	Fire
☐	Library
☐	City Manager
☐	Police
☐	Public Works
☐	Utilities
☐	Recreation and Parks

County Agencies/Departments Consulted

☒	Air Pollution Control District
☐	Association of Governments
☐	Flood Control District
☐	Environmental Health
☒	Fire (Hazardous Materials)
☐	LAFCO
☐	Public Works
☒	Planning and Development
☐	Other (list): Certified Unified Program Agency

Special Districts Consulted

☐	Santa Maria Public Airport
☐	Airport Land Use Commission
☐	Cemetery
☐	Santa-Maria Bonita School District
☐	Santa Maria Joint Union High School
☐	Laguna County Sanitation District
☐	Cal Cities Water Company

State/Federal Agencies Consulted

☐	Army Corps of Engineers
☐	Caltrans
☐	CA Fish and Game
☐	Federal Fish and Wildlife
☐	FAA
☐	Regional Water Quality Control Bd.
☐	Integrated Waste Management Bd.
☐	Other (list)

DATA SOURCES

General Plan

☒	Land Use Element
☒	Circulation Element
☒	Safety Element
☒	Noise Element
☒	Housing Element
☒	Resources Management Element

Other

☒	Agricultural Preserve Maps
☒	Archaeological Maps/Reports
☐	Architectural Elevations
☐	Biology Reports
☐	CA Oil and Gas Maps
☒	FEMA Maps (Flood)
☐	Grading Plans
☒	Site Plan
☒	Topographic Maps
☒	Aerial Photos
☒	Traffic Studies
☐	Trip Generation Manual (ITE)
☐	URBEMIS Air Quality Model
☒	Zoning Maps
☒	Other (list)

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MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Does the project have the potential to substantially 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, substantially 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?		X		
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		X		
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

- Future development of the land uses permitted under the proposed PD/C-2 zoning designation within the project site have the potential to result in impacts associated with biological resources, cultural resources, and tribal cultural resources (see Section 4, Biological Resources; Section 5, Cultural Resources; and Section 18, Tribal Cultural Resources). Mitigation measures have been identified to reduce potential impacts to a less-than-significant level, including but not limited to, nesting bird avoidance and protection and inadvertent discovery of archaeological and human remains protocol. Implementation of Mitigation Measures BIO-1, CR-1, and CR-2 would reduce potential impacts associated with degradation of the quality of the environment, reduction of the habitat of a fish or wildlife species, or elimination of important examples of major periods of California prehistory to *less than significant*.
- When project impacts are considered along or in combination with other reasonably foreseeable impacts, the project's potential cumulative impacts may be significant. Mitigation measures have been incorporated into the project to reduce project-related impacts to a less-than-significant level. Based on implementation of identified project-specific mitigation measures and the relatively limited number and extent of potential impacts, the cumulative effects of the proposed project would not be cumulatively considerable and would be less than cumulatively considerable and *less than significant*.
- The project would allow for the future demolition of existing structures and development of the land uses permitted under the proposed PD/C-2 zoning designation and would have the potential to result in impacts associated with air quality, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise, and transportation.

Mitigation measures have been identified to reduce potential impacts to a less-than-significant level, including but not limited to, implementation of fugitive dust controls, diesel idling minimization, completion of soil sampling and testing, implementation of a Transportation Demand Management program and greenhouse gas reduction plan, purchase of carbon offset credits (if necessary), restriction of residential uses on-site, noise reduction and control measures, and traffic control measures. Implementation of these measures would reduce potential adverse effects on human beings to *less than significant*.

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS

	Aesthetics		Mineral Resources
	Agriculture and Forest Resources	X	Noise
X	Air Quality		Population and Housing
X	Biological Resources		Public Services
X	Cultural Resources		Recreation
	Energy	X	Transportation
	Geology and Soils	X	Tribal Cultural Resources
X	Greenhouse Gas Emissions		Utilities and Service Systems
X	Hazards and Hazardous Materials		Wildfire
	Hydrology and Water Quality	X	Mandatory Findings of Significance
X	Land Use and Planning		

DETERMINATION

On the basis of the Initial Study, the staff of the Community Development Department:

- ☐ Finds that the proposed project is a Class **CATEGORICAL EXEMPTION** and no further environmental review is required.
- ☐ Finds that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☒ Finds 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.
- ☐ Finds that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ Finds that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to acceptable standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An **ENVIRONMENTAL IMPACT REPORT (EIR)/SUBSEQUENT EIR/SUPPLEMENTAL EIR/ADDENDUM** is required, but it must analyze only the effects that remain to be addressed.
- ☐ Finds that although the proposed project could have a significant effect on the environment, because all significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to acceptable 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.

Cody Graybehl

Cody Graybehl
Environmental Analyst

3/30/21

Date

Chuen Ng

Chuen Ng
Environmental Officer

3/30/21

Date



City of Santa Maria
Community Development Department
110 South Pine Street, #101
Santa Maria, CA 93458
805-925-0951