SANTA MARIA AIRPORT BUSINESS PARK SPECIFIC PLAN AMENDMENT

DRAFT ENVIRONMENTAL IMPACT REPORT

SCH NO. 2020070055

PREPARED FOR

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

November 2020

PREPARED BY

SWCA Environmental Consultants
1422 Monterey Street, Suite C200
San Luis Obispo, CA 93401

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SWCA Project No. 56451

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Acronyms and Abbreviations

Acronym	Term
°F	degrees Fahrenheit
AA	Airport Approach Zone
AB	Assembly Bill
AC	Airport Commercial
AIA	Airport Influence Area
Airport District	Santa Maria Public Airport District
ALUC	Santa Barbara County Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
ALUP	Airport Land Use Plan
APN	Assessor's Parcel Number
Applicant	G3, LLC
ASHRAE	American Society of Heating, Refrigerating and Air-Conditioning Engineers
ATCM	Airborne Toxic Control Measure
BAU	business-as-usual
BMP	best management practice
BSC	Building Standards Commission
BTU	British Thermal Unit
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy [standards]
CalEEMod	California Emission Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CBC	California Building Code
CCAA	California Clean Air Act
CCCE	Central Coast Community Energy
CCIC	Central Coast Information Center
CCR	California Code of Regulations
CCTC	Central Coast Transportation Consultants
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CF	Community Facilities
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations

Acronym	Term
CH_4	methane
CHRIS	California Historical Resources Information System
City	City of Santa Maria
CMP	Congestion Management Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNG	compressed natural gas
CNPS	California Native Plant Society
CO	carbon monoxide
CO	carbon monoxide
COS	Conservation Open Space
CRHR	California Register of Historical Resources
CRLF	California red-legged frog
CRPR	California Rare Plant Rank
CTS	California tiger salamander
CWA	Clean Water Act
dB	decibel
DMV	California Department of Motor Vehicles
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EMFAC	EMission FACtors [model]
EO	Executive Order
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	federal Endangered Species Act
EV	electric vehicle
FAA	Federal Aviation Administration
GHG	greenhouse gas
GWP	global warming potential
HCP	Habitat Conservation Plan
HFC	hydrofluorocarbon
IPaC	Information for Planning and Consultation
IS/NOP	Initial Study/Notice of Preparation
ITP	Incidental Take Permit
JPA	Joint Powers Agreement
kwh	kilowatt-hours
LCSD	Laguna County Sanitation District
LED	light-emitting diode
LEV	Low-Emission Vehicle

Acronym	Term
LI	Light Industrial
LID	Low Impact Development
LNG	liquefied natural gas
LUE	*City of Santa Maria General Plan Land Use Element*
MBCP	Monterey Bay Community Power
MBTA	Migratory Bird Treaty Act
MBTU	million British thermal units
$MMTCO_2e$	Million Metric Tons of Carbon Dioxide Emissions
mph	miles per hour
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	California Native American Heritage Commission
NC	Neighborhood Commercial
NCCP	Natural Community Conservation Plan
NEPA	National Environmental Policy Act
NF_3	nitrogen trifluoride
NHSTA	National Highway Traffic Safety Administration
NO_2	nitrogen dioxide
NOAA Fisheries	National Oceanic and Atmospheric Administration National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O_3	ozone
OS	Open Space
Pb	lead
PCE	primary constituent element
PD	Planned Development
PD/OS	Planned Development/Open Space
PD-C-3/PF-A	Planned Development Airport Commercial/Public Facilities - Airport
PD-M-1/PF-A	Planned Development Light Manufacturing/Public Facilities - Airport
PF	Public Facilities
PF-A	Public Facilities - Airport
PFC	perfluorocarbon
PM	particulate matter
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
ppm	parts per million

Acronym	Term
PRC	Public Resources Code
project site	Specific Plan area
R-1	Single Family Residential
Revised Project	Santa Maria Airport Business Park Specific Plan Amendment
RFS	Renewable Fuel Standard
RME	*City of Santa Maria General Plan Resources Management Element*
ROS-DB	Recreation Open Space - Detention Basin
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel-Efficient [Vehicles Rule]
SB	Senate Bill
SBCAG	Santa Barbara Council of Associated Governments
SBCAPCD	Santa Barbara County Air Pollution Control District
SCCAB	South Central Coast Air Basin
SCH	State Clearinghouse
SEIR	Supplemental Environmental Impact Report
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SO_2	sulfur dioxide
SP	service population
SR	State Route
SSC	Species of Special Concern
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCM	Transportation Control Measure
TDM	transportation demand management
US	U.S. Highway
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USEIA	U.S. Energy Information Administration
USFWS	U.S. Fish and Wildlife Service
VMT	vehicle miles traveled
WDR	waste discharge requirement
WHO	World Health Organization
ZEV	zero-emission vehicle
ZNE	zero net energy

EXECUTIVE SUMMARY

1. PURPOSE OF THE EIR

The City of Santa Maria (City), serving as the lead agency under the California Environmental Quality Act (CEQA), has prepared this Supplemental EIR (SEIR) to the Programmatic EIR (State Clearinghouse [SCH] No. 2005051172) certified by the City in June 2007 for the Santa Maria Airport Business Park Specific Plan (Specific Plan) to assess the impacts that may result from the approval of the proposed General Plan Amendment, Specific Plan Amendment, and Zoning Modification on a 28-acre portion of the Specific Plan area (the Revised Project). The purpose of this SEIR is to include the information necessary to make the previous EIR (the 2007 Certified EIR) adequate for the project, as revised. The SEIR and the 2007 Certified EIR will be used by the general public and governmental agencies to review and evaluate the environmental effects associated with the project and potential mitigation measures recommended to address or minimize those effects.

The remainder of the Executive Summary consists of the following sections:

- A brief description of the project location;
- A summary of the project background;
- The project objectives; and
- A summary of key impacts and mitigation measures associated with the project.

A comprehensive alternatives analysis for the Specific Plan was included in the Certified EIR; therefore, project alternatives are not further analyzed in the SEIR and are not included in this executive summary.

2. PROJECT LOCATION

The project site is located in the city of Santa Maria, in Santa Maria Valley, within the northern portion of Santa Barbara County. The project site is located in the southern portion of the city and the adjacent roadways (SR 135 and Union Valley Parkway) generally serve as the boundary between the city and the unincorporated community of Orcutt in Santa Barbara County. The project site is bordered to the north by Foster Road and agricultural fields within parcels zoned Airport Approach; to the east by SR 135, single-family residential neighborhoods zoned Single-Family Residential (R-1), and The Jetty Restaurant zoned Neighborhood Commercial (CN); to the south by Union Valley Parkway and single-family residential neighborhoods (Foxenwood Estates, Foxenwood Garden Villa) zoned R-1 and Planned Development/R-1; and to the west by public facilities uses zoned Public Facilities (PF), including the Foodbank of Santa Barbara County, Santa Maria Animal Shelter, and Santa Barbara County Santa Maria Mental Health Services clinic.

3. PROJECT BACKGROUND AND OVERVIEW

Within the 28-acre project site, the adopted Specific Plan proposed 314,067 square feet of community facilities floor area, while the Certified EIR evaluated the development of 41,948 square feet of floor area. This development was to occur over 19.3 acres at the southern and western portions of the project site. The project site is the only parcel within the Specific Plan area where the Community Facilities (CF) land use designation was applied. This land use designation allows for a variety of public/governmental facilities to be developed, including a local fire station, California Department of Motor Vehicles, charitable and philanthropic centers, cemeteries, crematories or mausoleums, or public service facilities.

The proposed project would modify the land use designations and corresponding zoning applied throughout the project site. West of Foxenwood Lane, the Recreation Open Space – Detention Basin land use designation and the Light Industrial (LI) land use designation would be applied to allow for the future development of a 9-acre detention basin and light industrial land uses, such as a self-storage facility. East of Foxenwood Lane, the Airport Commercial (AC) land use designation would be applied to the entire area to allow for the future development of a variety of commercial retail uses. While no specific development plans are known at this time, project impacts have been evaluated based on a Conceptual Development Plan as a reasonable case development scenario.

4. PROJECT OBJECTIVES

The City and the Applicant have identified the following primary goals and objectives for the Revised Project:

- Create a development framework that attracts community-serving businesses that complement the surrounding airport and residential land uses and accommodates public facility uses.
- Set aside sufficient land for accommodation of a detention basin to meet the needs for on-site stormwater retention and potential future regional stormwater retention (if permitted and if necessary, as described in the 2007 Certified EIR and Drainage and Water Quality Mitigation Measures D2 and D3).
- Create a development framework for the project site that provides the Airport District with a steady income stream for long-term land leases within the project area.
- Create a development framework that recognizes the adopted Specific Plan and allows for future development under an amended Specific Plan to enhance economic development opportunities for the City relative to the land use pattern that was previously adopted.
- Create a development framework that is consistent with the noise, height, and safety guidelines of the adopted Santa Barbara County Airport Land Use Plan (ALUP) and the Santa Maria Airport Land Use Compatibility Plan (ALUCP).
- Protect and enhance designated open space lands and biologically sensitive areas to the maximum extent reasonably feasible.
- Develop the project site with airport-compatible uses that are also compatible with the Airport's neighbors, particularly the neighborhoods to the south and east; likely to serve employment needs of the City and region; and responsive to the City's ongoing economic goals.

5. SIGNIFICANT ENVIRONMENTAL IMPACTS IDENTIFIED

Impacts of the proposed project and alternatives have been classified using the categories described below:

- **Significant, unavoidable, adverse impacts:** Significant impacts that cannot be fully and effectively mitigated. No measures could be taken to avoid or reduce these adverse effects to insignificant or negligible levels.
- **Significant, but mitigable impacts:** These impacts are potentially similar in significance to those of significant, unavoidable, adverse impacts, but can be reduced or avoided by the implementation of mitigation measures.

- **Less than significant impacts:** Mitigation measures may still be required for these impacts as long as there is rough proportionality between the environmental impacts caused by the project and the mitigation measures imposed on the project.

The term "significance" is used throughout the EIR to characterize the magnitude of the projected impact. For the purpose of this EIR, a significant impact is a substantial or potentially substantial change to resources in the local proposed project area or the area adjacent to the proposed project. In the discussions of each issue area, thresholds are identified that are used to distinguish between significant and insignificant impacts. To the extent feasible, distinctions are also made between local and regional significance and short-term versus long-term duration. Where possible, measures have been identified to reduce project impacts to less than significant levels. CEQA requires that public agencies should not approve projects as proposed if there are feasible mitigation measures available which would substantially lessen the environmental effects of such projects (CEQA Statute §21002). Included with each mitigation measure are the plan requirements needed to ensure that the mitigation is included in the plans and construction of the project and the required timing of the action (e.g., prior to development of final construction plans, prior to commencement of construction, prior to operation, etc.).

The impacts and associated mitigation measures are shown in the Summary of Impacts and Mitigation Measures (refer to Table ES-1). The table includes significant impacts, which are identified with an impact number (e.g., AQ Impact 1). The table also includes less than significant impacts, which are not identified with an impact number, but are included and summarized in the table for reference.

The impact summary table describes and classifies each impact, lists recommended mitigation when applicable, and states the level of residual impact (i.e., impact after implementation of mitigation).

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Mitigation Measures	Residual Impacts
Aesthetics		
AES Impact 1: The project would not conflict with applicable zoning and other regulations governing scenic quality.	None necessary.	Less than significant impacts
Air Quality, Greenhouse Gas Emissions, and Energy		
AQ Impact 1: The project would have the potential to result in a conflict with or obstruct implementation of the applicable air quality plan.	**AQ/mm-1.1:** Implement **2007 Certified EIR Measure AQ-1(a)**: **Distribution of Alternative Transportation Information.** Future industrial and commercial uses shall provide an on-site bulletin board specifically for the posting of bus schedules and notices of availability for carpooling and/or such information shall be distributed to property owners upon occupancy. The information shall include descriptions of carpooling and vanpooling and bus schedules with routes most accessible to the development. Information on purchasing less-polluting or alternatively fueled vehicles, which is available from the SBCAPCD, shall also be included. The wording of the noticing shall be submitted to the City Community Development Department for approval and the Community Development Department shall verify and approve the noticing prior to issuance to occupancy permits. **AQ/mm-1.2: Park and Ride Facility.** At the time of application for building permits for development on the project site, the Applicant shall include plans for the development of a Park and Ride facility on-site that shall provide a minimum of 33 parking spaces and a minimum of two bike lockers. The Applicant shall coordinate with SBCAG and City staff to determine the appropriate final size of the facility based on local need and location of the facility. The Park and Ride facility shall connect with proximate bikeway and pedestrian infrastructure elements and approval of the Park and Ride facility building permits must be secured prior to occupancy of other uses on-site.	Significant, but mitigable impacts
AQ Impact 2: The project would result in a cumulatively considerable net increase of criteria pollutants that exceed applicable SBCAPCD thresholds.	**AQ/mm-2.1: 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.	Significant, unavoidable, adverse impacts

Impacts	Mitigation Measures	Residual Impacts
	c. 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. d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads. 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. f. 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 land use clearance for map recordation and land use clearance for finish grading of the structure. **AQ/mm-2.2: Equipment Emissions Control Measures.** During project grading and construction, the Applicant shall adhere to the following measures to reduce NO_x and $PM_{2.5}$ emissions from construction equipment: a. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an SBCAPCD permit. b. Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-use Off-road Diesel Vehicles (13 CCR Chapter 9, Section 2449), the purpose of which is to reduce diesel PM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm. c. All commercial diesel vehicles are subject to 13 CCR 2485, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to 5 minutes; electric auxiliary power units should be used whenever possible. d. Diesel construction equipment meeting the CARB Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible. e. Diesel-powered equipment should be replaced by electric equipment whenever feasible.	

Impacts	Mitigation Measures	Residual Impacts

f. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts, and diesel particulate filters as certified and/or verified by the EPA or State of California.

g. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

h. All construction equipment shall be maintained in tune per the manufacturer's specifications.

i. The engine size of construction equipment shall be the minimum practical size.

j. 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.

AQ/mm-2.3: Application of Standard CBACT. Best available control technology for construction equipment (CBACT) shall be applied to all construction equipment during any proposed construction, based on SBCAPCD standards. CBACT technology may include the following: fuel injection timing retard of 2 degrees, installation of high pressure injectors, and/or coating of internal combustion surfaces (cylinder head, pistons, and valves). The use of reformulated (low sulfur) diesel fuel is now required by the CARB (Amend 13 CCR 2281).

AQ/mm-2.4*:* 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

Impacts	Mitigation Measures	Residual Impacts
	201+ 6% of total Charging stations shall be located in desirable and convenient locations so as to encourage use. **AQ/mm-2.5: 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. Provide a pedestrian-friendly and interconnected streetscape with good access to/from the development uses for pedestrians, bicyclists, and transit users. Features may include, but not be limited to, appropriate signalization and signage, orienting buildings towards streets with automobile parking in the rear, etc.; b. Provide bicycle racks along main travel corridors adjacent to commercial developments; c. Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment; d. 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; e. 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; f. Encourage non-commercial land uses (e.g., offices, etc.) to provide a bicycle-share program; and *g.* Promote available programs and facilities providing transportation options for residents and businesses (e.g., rideshare, bicycle share, transit, etc.).	
AQ Impact 3: The project would have the potential to expose sensitive receptors to substantial pollutant concentrations.	Implement Mitigation Measures **AQ/mm-2.1 through AQ/mm-2.5**. **AQ/mm-3.1: Diesel Idling 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 should be used to the maximum extent feasible.	Significant, but mitigable impacts

Impacts	Mitigation Measures	Residual Impacts
	b. On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible. c. Diesel-powered equipment should 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 should be minimized by requiring carpooling and providing for lunch on-site.	
AQ Impact 4: The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	No mitigation necessary.	Less than significant impacts
GHG Impact 1: The project would have the potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Implement Mitigation Measures **AQ/mm-1.1, AQ/mm-1.2, AQ/mm-2.4, and AQ/mm-2.5**. **GHG/mm-1.1:** At the time of application for building 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 City Community Development Department and shall include, to the extent possible, the following measures: a. Design roof trusses to handle dead weight loads of standard solar-heated water and photovoltaic panels; b. 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;	Significant, unavoidable, adverse impacts

Impacts	Mitigation Measures	Residual Impacts
	c. Construction of buildings that achieve energy and water efficiencies beyond those specified in the CCR Title 24 requirements; d. Implementation of green building practices and/or cool roofs; e. Installation of energy-efficient equipment and appliances exceeding California Green Building Code (CALGreen) standards in effect at the time of building permit issuance; f. Installation of outdoor water conservation and recycling features, such as smart irrigation controllers and reclaimed water usage; g. Installation of low-flow bathroom and kitchen fixtures and fittings; h. Installation of light emitting diode (LED) lights; i. Implementation of waste reduction programs that may include waste minimization, waste diversion, composting, and material reuse/recycling; j. Provision of incentives and outreach that promote alternative transportation and transit use to future employees and patrons; k. Construction of bicycle and pedestrian-oriented facilities (e.g., bicycle parking spaces, bicycle racks, bicycle lockers, etc.); l. Promotion of alternative fuel vehicles; m. Implementation of carbon sequestration measures; n. Incorporate traffic-calming modifications to project roads to reduce vehicle speeds and increase pedestrian and bicycle usage and safety; o. 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; p. 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.); q. Encourage non-commercial land uses to provide a bicycle-share program; r. Encourage 15% of fleet vehicles owned by non-commercial land uses to be ZEVs; s. Encourage a neighborhood EV/carshare program for the development; t. Encourage non-residential land uses to provide a childcare facility on-site; u. Meet or exceed applicable building standards at the time of development for providing EV charging infrastructure;	

Impacts	Mitigation Measures	Residual Impacts
	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/mm-1.2:** At the time of development, the Applicant shall provide evidence to the City Community Development Department that all buildings to be located on-site would be serviced by CCCE, if CCCE (or any other clean energy provider) is an available electricity service provider in the city. **GHG/mm-1.3:** If GHG emissions cannot be reduced below the 2020 and 2030 service population efficiency thresholds through implementation of the GGRP detailed in Mitigation Measures GHG/mm-1.1 and GHG/mm-1.2 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 City 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.	

Impacts	Mitigation Measures	Residual Impacts
GHG Impact 2: The project would have the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Implement Mitigation Measures **GHG/mm-1.1, GHG/mm-1.2, GHG/mm-1.3, AQ/mm-1.1, AQ/mm-1.2, AQ/mm-2.4, and AQ/mm-2.5**.	Significant, unavoidable, adverse impacts
EN Impact 1: The project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.	No mitigation necessary.	Less than significant impacts
EN Impact 2: The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	No mitigation necessary.	Less than significant impacts
Biological Resources		
BIO Impact 1: The proposed project has the potential to impact special-status wildlife species directly or indirectly.	**BIO/mm-1.1:** Prior to permit issuance for any future development within the project site, the Applicant shall retain an environmental monitor for all measures requiring environmental mitigation. The monitor shall be responsible for: a. ensuring that procedures for verifying compliance with environmental mitigations are implemented; b. establishing lines of communication and reporting methods; c. conducting compliance reporting; d. conducting construction crew training regarding environmentally sensitive areas and protected species; e. maintaining authority to stop work; and f. outlining actions to be taken in the event of non-compliance. g. Monitoring shall be conducted full time during the initial disturbances (site clearing) and be reduced to monthly following initial disturbances. **BIO/mm-1.2:** Prior to the commencement of mobilization into the site for any future development within the project site, the environmental monitor shall conduct an environmental awareness training for all construction personnel. The environmental awareness training shall include discussions of monarch butterfly, California Tiger Salamander (CTS), California red-legged frog (CRLF), Northern California legless lizard, coast horned lizard, bats, and American badger. Topics of discussion shall include descriptions of the species' habitats; general provisions and protections afforded by the U.S. Fish and Wildlife Service (USFWS) Endangered Species Act (ESA), California Endangered Species Act (CESA), and California Environmental Quality Act (CEQA); measures implemented to protect special-status species; review of the project boundaries and special conditions; the monitor's role in project activities; lines of communication; and procedures to be implemented in the event a special-status species is observed in the work area.	Significant, but mitigable impacts

Impacts	Mitigation Measures	Residual Impacts
	BIO/mm-1.3: Implement **2007 Certified EIR Measure B-7(g)**: **Prohibition of Invasive Plants.** The landscape architect shall provide a signed statement on the landscape plans that the planting plan does not include any plant that occurs on the ~~Landscape plans shall be reviewed by a City approved biologist to ensure the use of native plants or non-native plants that do not occur on the~~ California Exotic Pest Plant Council and the California Invasive Plant Council Lists 1, 2, and 4. Plants considered to be invasive by the California Exotic Pest Plant Council and the California Invasive Plant Council shall not be used onsite. **Plan Requirements and Timing.** Prior to issuance of any grading or development permits for future development within the project site, ~~Land Use approval~~ the final landscape plans shall be submitted to the City for review and approval to ensure all plants are acceptable. **Monitoring.** The City shall conduct site inspections to ensure that the landscape plan is being implemented.	
BIO Impact 2: Tree removal and construction-related activities have the potential to impact overwintering monarch butterfly.	**BIO/mm-2.1:** Implement **2007 Certified EIR Measure B-7(b)**: **Monarch Surveys.** Monarch surveys shall be conducted by a qualified biologist during the autumnal and over wintering period (October through March) within the on-site eucalyptus stand ~~woodland and coast-live oak woodland habitats~~. If the initial ground-breaking activities are to occur during the over wintering period, surveys shall be conducted in the previous year. If active roost sites are located, then a qualified biologist shall be retained to prepare a monarch butterfly preservation plan to ensure a sufficient number and structure of eucalyptus trees are retained onsite to provide future clustering opportunities. **Plan Requirements and Timing.** The ~~Airport District~~ Applicant shall hire a City approved biologist to do the pre-construction surveys. The ~~Airport District~~ Applicant shall submit the pre-construction survey results to the City Community Development Department prior to issuance of any permits ~~approval of the Land Use Permit~~ for clearing and grading activities for any development within the project site. The City approved biologist shall be responsible for preparing a habitat protection plan and monitoring activities. The City shall review the final monitoring report. **Monitoring.** The City shall conduct site inspections to ensure compliance with mitigation requirements.	Significant, but mitigable impacts
BIO Impact 3: The proposed project will result in the loss of approximately 28 acres of CTS dispersal/refuge habitat and has the potential to result in mortal take of CTS individuals.	**BIO/mm-3.1:** The Airport District/Applicant shall coordinate with the USFWS to obtain an ITP for CTS consistent with the approved Habitat Conservation Plan (HCP). Upon receiving the ITP, the Airport District/Applicant shall coordinate with the CDFW to obtain a Consistency Determination (CD) under CESA Section 2080.1. As an option to the CDFW CD, an ITP may be issued per CESA Section 2081. Development of the proposed project shall not occur until the ITP and Consistency Determination are obtained. The Airport District and the Applicant shall adhere to all avoidance, minimization,	Significant, but mitigable impacts

Impacts	Mitigation Measures	Residual Impacts
	and mitigation measures provided by the ITP and associated CDFW Consistency Determination. The following measures are anticipated to be included in the ITP and required for the Revised Project: a. To mitigate the loss of 28 acres of upland CTS habitat, the Airport District shall purchase mitigation credits from a USFWS- and CDFW-approved mitigation bank, such as the La Purisima Conservation Bank, or by paying into the USFWS CTS Conservation Account. The quantity of credits required, and the monetary value of the required credits, will be determined through coordination with the agencies and/or the mitigation bank. b. At least 30 days prior to ground-disturbing activities, the Airport District will submit the names and credentials of biologists and monitors to the USFWS for approval to conduct the minimization measures outlined below. No project activities will begin until the Applicant has received approval from the USFWS that the biologists and monitors are qualified to do the work. c. Implement BIO/mm-1.1 d. The USFWS-approved biologist will periodically review and monitor construction and will be responsible for ensuring that conditions of the HCP are being enforced. The USFWS-approved biologist will have the authority to temporarily halt activities if permit requirements and conditions are not being met. e. Prior to construction activities, all grading limits and construction boundaries, including staging areas, parking, and stockpile areas, will be delineated and clearly marked in the field. All work will be confined to the defined and delineated project limits. f. Exclusionary silt fencing (or other suitable fence material) will be installed at the discretion of the USFWS-approved biologist to minimize the potential for individuals to enter the work site. Exclusionary fencing will be maintained for the duration of the project. All exclusionary silt fencing will be inspected each workday during construction activities to ensure that CTS are not exposed to hazards. g. Any CTS encountered during project construction in harm's way will be relocated out of harm's way to nearby suitable habitat outside the project area. Only the USFWS-approved biologist will relocate CTS. The Declining Amphibian Task Force Fieldwork Code of Practice will be implemented for all amphibian relocation activities. h. Potentially occupied burrows for CTS will be excavated using hand tools or via gentle excavation using construction equipment, under the direct supervision of the USFWS-approved Biologist, until it is certain that the burrows are unoccupied. For the purposes of the HCP, "gentle excavation" is an excavation technique involving slow and shallow single passes with a	

Impacts	Mitigation Measures	Residual Impacts
	backhoe/excavator bucket perpendicular to the burrow alignment that allows for burrow inspection for individuals after each pass. Any individuals encountered shall be relocated out of harm's way in accordance with measure g, above. i. Steep-walled excavations (e.g., trenches) that may act as pitfall traps will be inspected for wildlife at least once per day and immediately before backfilling. In lieu of daily inspections (weekends, etc.), exclusionary fencing, covers, ramps, or similar mechanisms will be installed to prevent CTS entrapment. j. Open pipe segments will be capped or sealed with tape (or equivalent material) nightly, or otherwise stored at least 3 feet aboveground. Should a pipe segment become occupied by a CTS, the species will be allowed to vacate the pipe on its own accord or removed and relocated in accordance with measure g, above. k. If Covered Activities must occur during the rainy season, permittees will not work during rain events, 24 hours prior to significant rain events (>0.5 inch in a 24-hour period), or during the 24 hours after these events, to the extent practicable. If work must occur 24 hours prior to significant rain events (>0.5 inch in a 24-hour period), or during the 24 hours after these events, a USFWS-approved biologist will conduct a pre-activity survey to ensure that the work area is clear of CTS. l. Upon locating CTS individuals that may be dead or injured as a result of project-related activities, notification will be made within 72 hours to the USFWS Ventura Field Office at (805) 644-1766. In addition, upon locating a dead, injured, or entrapped CTS, the CDFW will be notified within 72 hours.	
BIO Impact 4: If grading and/or initial site disturbances occurred during the wet season, dispersing CRLF could be impacted by the grading activities, resulting in take of CRLF.	**BIO/mm-4.1:** To avoid potential impacts to dispersing CRLF, initial ground-disturbing activities for any future development within the project site should be conducted in the dry season (June 1 through November 1). If ongoing project activities are occurring during the rainy season (November 2 through May 31) and work is to occur on a "wet day" (defined as 0.1 inch or more of predicted rainfall within 24 hours of the work), the environmental monitor should conduct a pre-activity survey for CRLF in the work area. If CRLF are observed in the work area, all project activities that have potential to disturb the individual should cease until the individual leaves the site on its own accord. In absence of authorization from USFWS (ITP), CRLF shall not be captured, harassed, or otherwise disturbed by the project. If CRLF are observed on-site, the environmental monitor in coordination with the Airport District and the Applicant shall contact the USFWS to obtain guidance on future project restrictions and/or monitoring.	Significant, but mitigable impacts
BIO Impact 5: The proposed project could directly impact northern California legless lizards and coast horned lizards.	**BIO/mm-5.1:** Implement **2007 Certified EIR Measure B-7(e)**:	Significant, but mitigable impacts

Impacts	Mitigation Measures	Residual Impacts
	Legless and Horned Lizard Capture and Relocation. Within two weeks prior to the initiation of construction activities, capture and relocation efforts shall be conducted for the Northern California ~~silvery~~ legless lizard and coast horned lizard. Designated areas in permanent open space shall be identified within the Specific Plan area for release of captured legless lizards and coast horned lizards. Surveys shall be conducted by a City approved biologist, and shall include the following minimum requirements: 1. Raking of leaf litter and sand under shrubs within suitable habitat in the area to be disturbed to a minimum depth of eight inches. 2. In addition to raking, "coverboards" shall be used to capture ~~silvery~~ legless lizards and coast horned lizards. Coverboards can consist of untreated lumber, sheet metal, corrugated steel, or other flat material used to survey for reptiles and amphibians. Coverboards shall be placed flat on the ground at least two months prior to construction and checked regularly in the survey areas. Coverboards shall be checked once a week during raking surveys. Captured lizards shall be placed immediately into containers containing sand or moist paper towels and released in designated release areas no more than three hours after capture. 3. During all initial grading activities, a qualified biologist shall be onsite to recover any ~~silvery~~ legless lizards or coast horned lizards that may be excavated/unearthed with native material. If the animals are in good health, they shall be immediately relocated to the designated release area. If they are injured, the animals shall be turned over to a CDFW ~~DFG~~ approved specialist until they are in a condition to be released into the designated release area. **Plan Requirements and Timing.** Prior to issuance of a grading permit for any development within the project site, the ~~Airport District~~ Applicant shall submit the results of the pre-construction surveys for approval by the City. During construction, a qualified biologist shall perform surveys in accordance with the measures above and report the results to the City if lizards are found/relocated. The City shall receive a survey summary report from the approved biologist that indicates that all salvage measures were adhered to. **Monitoring.** The City shall conduct site inspections to ensure compliance.	
BIO Impact 6: Tree removal has the potential to impact roosting western red bats and/or hoary bats.	**BIO/mm-6.1:** If removal of any trees is necessary for the project, the Applicant shall retain a biologist to conduct roosting bat surveys prior to any tree removal. Pre-disturbance surveys for bats shall include two daytime and two dusk surveys no more than 30 days prior to the tree removal to determine if bats are roosting in the trees. The biologist(s) conducting the preconstruction surveys shall identify the nature of the bat utilization of the area (i.e., no roosting, night roost, day roost, maternity roost). If bats are found to be roosting in the project area, the Applicant shall develop the project in such a way that avoids the bat roost. If avoidance of the bat roost	Significant, but mitigable impacts

Impacts	Mitigation Measures	Residual Impacts
	is not feasible, tree removal shall be delayed until the bats have left the area.	
BIO Impact 7: The proposed project could directly impact American badger.	**BIO/mm-7.1:** Implement **2007 Certified EIR Measure B-7(c)**: **Badger Avoidance.** The American badger is a highly mobile species that is known to occur in the western Santa Maria Valley and has been documented as occurring on Airport District Property. The mitigation measures below are required to avoid and minimize impacts to this species from the proposed project: 1. A pre-construction survey for active badger dens shall be conducted 2-4 weeks prior to any ground disturbance activities by a City approved biologist. In order to avoid impacts to adults and nursing young, no grading shall occur within 50 feet of an active badger den as determined by a City-approved biologist between March 1 and June 30. The setback distance shall be ~~is~~ based on the biologist's ~~consultant's~~ professional experience, and shall be ~~is~~ consistent with setbacks applied elsewhere under similar conditions. Construction activities between ~~during~~ July 1 and March 1 shall comply with the following measures to avoid impacts to adult and weaned juvenile badgers. 2. A City approved biologist shall conduct a biological survey of the entire project site between 2 weeks and 4 weeks of the start of ground clearing or grading activity. The survey shall cover the entire area proposed for development. Surveys shall focus on both old and new den sites. If dens are too long to see the end, a fiber optic scope (or other acceptable method) shall be used to assess the presence of badgers. Inactive dens shall be excavated by hand with a shovel to prevent badgers from re-using them during construction. 3. Badgers shall be discouraged from using currently active dens prior to the grading of the site by partially blocking the entrance of the den with sticks, debris and soil for 3 to 5 days. Access to the den shall be incrementally blocked to a greater degree over this period. This would cause the badger to abandon the den site and move into the mitigation lands that are adjacent to the specific plan area to the west. After badgers have stopped using active dens within the project boundary, the dens shall be hand-excavated with a shovel to prevent re-use. The City-approved biologist shall be present during the initial clearing and grading activity. If badger dens are found, all work shall cease until the biologist can safely close the badger den. Once the badger dens have been closed, work on the site may resume. **Plan Requirements and Timing.** The ~~Airport District~~ Applicant shall hire the biologist and submit survey results prior to approval of permits ~~the Land Use Permit~~ for clearing and grading activities for any development within the	Significant, but mitigable impacts

Impacts	Mitigation Measures	Residual Impacts
	project site. After clearing and/or grading have been started, the biologist shall submit a report to the City detailing the results of the monitoring. The biologist shall be responsible for monitoring activities. Community Development Department shall review the final report. **Monitoring**. The City shall conduct site inspections to ensure compliance.	
BIO Impact 8: The proposed project could directly or indirectly impact nesting birds.	**BIO/mm-8.1:** Implement **2007 Certified EIR Measure B-7(a)**: **Bird Pre-Construction Survey.** To avoid impacts to nesting/roosting birds including the ground-nesting northern harrier, or other birds protected under the ~~Migratory Bird Treaty Act~~ California Fish and Game Code, all initial ground disturbing activities and tree removal would be limited to the time period between September 1 and February 1. If initial site disturbance, grading, and tree removal cannot be conducted during this time period, preconstruction surveys for active nests/roosts within the limits of proposed grading would be conducted by a qualified biologist approved by the City two weeks prior to any construction activities. If no active nests/roosts are located, ground-disturbing/construction activities can proceed. If active nests/roosts were located, then all construction work must be conducted outside a non-disturbance buffer zone of 500 feet, unless a City-approved biologist determines that a lesser distance is appropriate for certain bird species. No disturbance to nests/roosts would occur until the adults and young are no longer reliant on the nest/roost site as determined by the City-approved qualified biologist. **Plan Requirements and Timing.** The ~~Airport District~~ Applicant shall hire a City approved biologist to do the pre-construction surveys. The ~~Airport District~~ Applicant shall submit the pre-construction survey results prior to approval of permits ~~the Land Use Permit~~ for clearing and grading activities. The City approved biologist shall be responsible for preparing a habitat protection plan and monitoring activities. The City shall review the final monitoring report. **Monitoring.** The City shall site visit to ensure compliance with mitigation requirements.	Significant, but mitigable impacts
BIO Impact 9: The Revised Project may remove mature eucalyptus trees that are subject to special considerations under the RME.	**BIO/mm-9.1:** Implement **2007 Certified EIR Measure B-2(a)**: **Tree Protection, Replacement and Monitoring Program.** If the Revised Project removes any mature trees, the Applicant shall retain, prior to approval of any grading plan pursuant to development under the Specific Plan, a City approved biologist or arborist ~~shall~~ to prepare a tree protection, replacement and monitoring program or another mechanism that ensures compliance with the City's Municipal Code. All trees planted as mitigation shall have an 80% survival rate after five years. If the survival rate is not at least 80%, then a sufficient number of trees shall be replanted to bring the total number of survived specimens to at least 80% of the original number of trees planted, as measured 5 years after the replanting. Annual monitoring reports that evaluate tree survivability, health and vigor shall be prepared by a qualified specialist and submitted to the City by October 15 each year, for	Significant, but mitigable impacts

Impacts	Mitigation Measures	Residual Impacts
	five years. Development consistent with the Specific Plan shall comply with Santa Maria Municipal Code 12-44 as it pertains to tree protection. Requirements shall include but not be limited to: the protection of trees with construction setbacks from trees; construction fencing around trees; grading limits around the base of trees as required; and a replacement plan for trees removed. Tree species and location shall be carefully selected so they do not become a hazard to aircrafts around the airport. Tree species shall not grow taller than the Federal Aviation Administration's Part 77 maximum height surface for each specific area. **Plan Requirements and Timing.** The Applicant shall submit a final tree report and tree protection plan prepared by a City-approved arborist or biologist that includes species, quantity, and status (live, dead, diseased, etc.) of trees to be removed prior to the approval of grading permits for any development within the project site. The final report shall include the final number of replacement trees utilizing the City's replacement ratio identified above. Prior to approval of grading ~~land use~~ permits, ~~the Applicant,~~ the Applicant shall submit a copy of the building and grading plans to the City for review and approval. Prior to site occupancy trees shall be planted, fenced, and appropriately irrigated. **Monitoring.** City staff or an approved City biologist shall verify that the tree report is adequate. The City shall conduct site inspections throughout all phases of development to ensure compliance with and evaluate all tree replacement measures.	
BIO Impact 10: The Revised Project includes the development of a detention basin that has the potential to attract hazardous wildlife species.	**BIO/mm-10.1:** The proposed detention basin shall be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and to remain completely dry between storms. To reduce wildlife attraction to the basin, the basin should be steep sided, concrete (or rip rap) lined, and linear shaped. The Airport District shall maintain the detention basin so that it is free of standing water, emergent vegetation, and submergent vegetation.	Significant, but mitigable impacts
Cultural Resources		
CR Impact 1: The project would cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	**CR/mm-1.1: Inadvertent Discovery of Archaeological Resources.** In the event that an archaeological resource is encountered during subsurface earthwork activities, 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.	Significant, but mitigable impacts

Impacts	Mitigation Measures	Residual Impacts
	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 CCIC, and provide for the permanent curation of the recovered materials.	
Geology and Soils		
GS Impact 1: The project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**GS/mm-1.1: Inadvertent Discovery of Paleontological Resources.** Should any vertebrate fossils or potentially significant finds (e.g., numerous well-preserved invertebrate or plant fossils) be encountered during work on the site, all activities in the immediate vicinity of the find shall cease until a qualified paleontologist evaluates the find for its scientific value. If deemed significant, the paleontological resource(s) shall be salvaged and deposited in an accredited and permanent scientific institution where they will be properly curated and preserved.	Significant, but mitigable impacts
Hydrology and Water Quality		
HYDRO Impact 1: The project would have the potential to alter the existing drainage pattern resulting in an exceedance of existing or planned stormwater drainage systems capacity or substantial additional sources of polluted runoff.	**HYDRO/mm-1.1:** Implement **2007 Certified EIR Measure D-2(a)**: **Storm Water Drainage Systems Design.** The Applicant shall provide an engineered hydrologic analysis and drainage plan for the project, prepared by a qualified engineer, which evaluates the added runoff that would result from site development, in relation to the existing drainage system under 10-, 25-, and 100-year flood conditions. The hydrologic analysis shall specify design standards for drainage facilities that would adequately convey storm water runoff under 100-year flood conditions in accordance with City standards. The stormwater conveyance devices shall be sized to accommodate the expected flows, up to a Q25 event with freeboard, and also designed to withstand a Q100 event without damage to any proposed structure. **HYDRO/mm-1.2:** Implement **2007 Certified EIR Measure D-2(b)**: **Storm Water Detention Specifications.** The Applicant shall implement on-site physical improvements (e.g., detention basins, etc.) that ensure that existing peak discharge to downstream drainages is not increased as a result of development. Detention basins shall be designed in accordance with applicable City, RWQCB, and FAA standards. The design must consider the volume of water that the basin is expected to store as well as operation and maintenance of the basins. The detention basins are to have a filtering device on the inflow side to prevent the flow of contaminants and sediments into the basins. Basins shall be designed to meet the following	Significant, but mitigable impacts

Impacts	Mitigation Measures	Residual Impacts
	standards or any more stringent standards in effect at the time of development application: a. Volume: Detention basins shall be sized to provide capacity for a 100-year storm event (minimum) and to meet the outflow requirements listed below. b. Outflow Device: All detention basins are to be designed to be free draining. Underground basins are not allowed. Outlet pipes shall be oversized (18-inch minimum) with an orifice restriction to limit outflow to 0.07 cubic feet per second per acre of developed land or as determined by the City. Orifice restriction plates shall be removable for emergency situations. A removable trash rack shall be provided at the outlet. c. Slopes: Maximum side slopes shall be four horizontal to one vertical on interior slopes and two horizontal to one vertical on exterior slopes. A soils engineering and geotechnical report shall be required for all fill levee sections. The report shall address remedial grading, benching, and slope stability of the level sections. d. Emergency Overflow: An emergency overflow spillway shall be sized for the peak 100-year storm runoff. The spillway shall be engineered and shall be reinforced concrete. The spillway should be designed with a minimum of one foot of freeboard above the 100-year spill water surface elevation. e. Low Flow Drainage: The bottom of the basin shall have a minimum gradient of 2% draining to the outlet, or a low flow reinforced concrete swale shall be provided with a minimum gradient of 0.5% draining to the basin outlet. f. Access Ramp: A maintenance access ramp shall be provided down into the basin in a manner and dimensions acceptable to City staff. g. Landscaping. The City shall require review and approval of any proposed basin landscape plan. Landscaping shall be selected to minimize maintenance, while minimizing impact to native and sensitive species that could be harmed by invasive plant species. No trees or shrubs shall be planted within 15 feet of the basin outlet. Floating objects such as railroad ties and landscape bark are not permissible. h. Maintenance: Prior to final development approval, the applicant shall enter into a maintenance agreement with the City to assure perpetual maintenance of the basin and related on-site private drainage improvements and to allow the City emergency access. i. Mosquito Abatement: The City shall require review and approval of detention basins for public safety and mosquito abatement.	

Impacts	Mitigation Measures	Residual Impacts
Land Use and Planning		
LU Impact 1: The project would have the potential to cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	**LU/mm-1.1:** The Airport Specific Plan shall be revised to include a policy that requires any proposed development within the project site to comply with the safety standards and compatibility guidelines of the ALUP in effect at the time of application for development permits for land development on-site.	Significant, but mitigable impacts
Transportation		
TR Impact 1: The project would have the potential to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Implement Mitigation Measures **AQ/mm-1.1, AQ/mm-1.2, AQ/mm-2.4, and AQ/mm-2.5**. **TR/mm-1.1: Pedestrian and Bicycle Facilities.** Prior to issuance of grading or building permits for any development within the project area, the Applicant shall prepare circulation and traffic plans, which shall incorporate and improve connectivity with existing and new public transit facilities, bike paths or lanes, and pedestrian accessways to the greatest extent feasible, including through, at minimum, the following: a. Striped crosswalks shall be provided at the driveways along Foxenwood Lane. b. Convenient pedestrian access shall be provided between the land uses on the project site, including across Foxenwood Lane. Employees at the office uses west of Foxenwood Lane shall be provided a convenient path of travel to walk to commercial/retail uses east of Foxenwood Lane. A raised crosswalk shall be provided on Foxenwood Lane adjacent to any proposed marketplace promenade (or similar use) to increase pedestrian visibility and reduce vehicular speeds. c. Sidewalks shall be provided along the project site frontages along Foster Road and Union Valley Parkway. d. Class I and Class II bikeways shall be incorporated into the project roadway frontage improvements in accordance with the Bikeway Master Plan. e. All new public transit facilities, bike paths or lanes, and pedestrian access ways shall be Americans with Disabilities Act (ADA)-compliant. f. Temporary construction activities shall avoid conflict with bike and pedestrian accessways to the greatest extent feasible. If construction activities will interfere with existing bike or pedestrian routes, temporary access shall be provided to all areas of the project area. The plans shall be approved by the City Engineer prior to the start of construction.	Significant, but mitigable impacts

Impacts	Mitigation Measures	Residual Impacts
TR Impact 2: The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).	No mitigation necessary.	Less than significant impacts
TR Impact 3: The project would have the potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	**TR/mm-3.1: On-Site Circulation Elements Design.** Prior to issuance of grading or building permits for any development within the project area, the Applicant shall prepare circulation and traffic plans for review and approval by the City Public Works Services Department, which shall demonstrate consistency with applicable Best Management Practices described in the TIS prepared for the project, including, but not limited to, driveway consolidation, one-direction access lanes, accommodation of proximate planned circulation improvements, stop controls, and driveway alignment.	Significant, but mitigable impacts
TR Impact 4: The project would not result in inadequate emergency access.	No mitigation necessary.	
Tribal Cultural Resources		
TCR Impact 1: The project would not result in a substantial adverse change in the significance of a tribal cultural resource.	No mitigation necessary.	Less than significant impacts

CHAPTER 1. INTRODUCTION

This Environmental Impact Report (EIR) has been prepared as a Supplemental EIR (SEIR) to the Programmatic EIR (State Clearinghouse [SCH] No. 2005051172) certified by the City of Santa Maria (City) in June 2007 for the *Santa Maria Airport Business Park Specific Plan* (Specific Plan) (2007 Certified EIR; Rincon Consultants, Inc. 2007). The 2007 Certified EIR evaluated the potential environmental impacts resulting from future development of the 740-acre Specific Plan area located immediately south of the Santa Maria Public Airport (referred to herein as the Approved Project).

The subject of this SEIR is an approximately 28-acre parcel (portion of Assessor's Parcel Number [APN] 111-231-011) at the southeast corner of the Specific Plan area (project site). The project site is located at the northwest corner of the intersection of State Route (SR) 135 and Union Valley Parkway in the city of Santa Maria, Santa Barbara County, California (Figures 2-1 and 2-2). This SEIR evaluates a proposed General Plan Amendment, Specific Plan Amendment, and Rezoning on the project site to more effectively arrange land uses and increase the amount of airport-compatible development allowed when compared to the land use designations identified in the 2007 Certified EIR. The current proposal is referred to herein as the Revised Project.

The City, serving as the lead agency under the California Environmental Quality Act (CEQA), has prepared this SEIR to assess impacts that may result from approval of the Revised Project that were not previously analyzed or which are more severe than those analyzed in the 2007 Certified EIR.

1.1 PROJECT SETTING AND BACKGROUND

The project site is bordered to the north by Foster Road and agricultural fields within parcels zoned Open Space (OS) and Airport Approach Zone (AA); to the east by SR 135, single-family homes zoned Single Family Residential (R-1), and The Jetty Restaurant zoned Neighborhood Commercial (NC); to the south by Union Valley Parkway, single-family residential neighborhoods (Foxenwood Estates, Foxenwood Garden Villa) zoned R-1, and Planned Development/R-1; and to the west by public facilities uses zoned Public Facilities (PF), including the Foodbank of Santa Barbara County, Santa Maria Animal Shelter, and Santa Barbara County Santa Maria Mental Health Services clinic. The project site is located at the southern boundary of the city limits, and immediately adjacent areas to the east and south are within unincorporated Santa Barbara County. The site is bisected by Foxenwood Lane, a two-lane roadway that runs north–south through the center of the project site.

Within the 28-acre project site, the adopted Specific Plan proposed 314,067 square feet of community facilities floor area; however, the 2007 Certified EIR only evaluated the development of 41,948 square feet of floor area. This development was to occur over 19.3 acres at the southern and western portions of the project site (see Figure 2-3). The remainder of the project site (8.7 acres) was anticipated to accommodate a large regional stormwater detention basin. The project site is the only parcel within the Specific Plan area where the Community Facilities (CF) land use designation was applied. This land use designation allows for a variety of public/governmental facilities to be developed, including a local fire station, California Department of Motor Vehicles (DMV) facilities, charitable and philanthropic centers, cemeteries, crematories or mausoleums, or public service facilities. An SEIR is required to evaluate the increased level of development that would be accommodated by the Revised Project.

1.2 PROPOSED CHANGES TO THE ADOPTED SPECIFIC PLAN

The Revised Project would modify the land use designations and corresponding zoning applied throughout the project site. West of Foxenwood Lane, the Recreation Open Space – Detention Basin (ROS-DB) land use designation (and corresponding Planned Development/Open Space [PD/OS] zone) would be applied to the site's northwest corner to accommodate collection and treatment facilities for on-site stormwater flows as well as provide adequate area for potential future accommodation of regional stormwater flows (if necessary) at this location as identified for future Specific Plan-wide drainage and retention basin improvements in the 2007 Certified EIR and Drainage and Water Quality Mitigation Measures D2 and D3, in particular. The Light Industrial (LI) land use designation (and corresponding Planned Development Light Manufacturing/Public Facilities - Airport [PD-M-1/PF-A] zone) would be applied to the southwest corner of the project site. East of Foxenwood Lane, the Airport Commercial (AC) land use designation (and corresponding Planned Development Airport Commercial/Public Facilities - Airport [PD-C-3/PF-A] zone) would be applied to the entire area (Figure 2-4).

Although the Revised Project does not currently propose any particular development at the project site, G3, LLC (the Applicant) has coordinated with the Santa Maria Public Airport District (Airport District) to develop a Conceptual Development Plan. The Conceptual Development Plan represents a reasonable development scenario at the project site for evaluation in the SEIR and to provide informed decision-making during the agency approval process. Under the Conceptual Development Plan, the Revised Project would develop this area of the Airport Specific Plan (the project site) with approximately 264,500 square feet of floor area. That said, the specific details of future development on the project site are not known at this time, so a project-level analysis is not provided herein.

1.3 PURPOSE OF THE EIR

State CEQA Guidelines Section 15162 requires the preparation of a Subsequent EIR when one or more of the following conditions would result from a proposed project:

> *(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
>
> *(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
>
> *(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*
>
> > *(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
> >
> > *(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
> >
> > *(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more*

> *significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
>
> *(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

Based on the preliminary analysis conducted in the Initial Study/Notice of Preparation (IS/NOP), the Revised Project may result in a substantial increase in the severity of potential impacts associated with air quality, greenhouse gas (GHG) emissions, energy, biological resources, and transportation identified in the 2007 Certified EIR and would therefore require additional subsequent CEQA analysis pursuant to Section 15162 of the State CEQA Guidelines.

State CEQA Guidelines Section 15162 states that a lead agency may choose to prepare a supplement to an EIR if any of the conditions described in Section 15162 would require preparation of a subsequent EIR and only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. The Revised Project would only revise zoning and land use designations within the 28-acre project site; the remaining 712 acres within the Specific Plan would remain unchanged and, therefore, the CEQA analysis in the 2007 Certified EIR would also not be affected by the proposed project changes for the large majority of the Specific Plan area. Therefore, the City, serving as the lead agency under CEQA, has elected to prepare a Supplemental EIR pursuant to the State CEQA Guidelines Section 15162 to address proposed changes to the 28-acre project site only.

The preparation of an SEIR is warranted to address the potentially significant or substantially more severe environmental impacts of the proposed land use changes at the project site as a result of the proposed amendments to the Specific Plan and General Plan. Therefore, this SEIR addresses environmental issue areas that would be potentially affected by implementation of the Revised Project in a manner that may exceed what was previously analyzed in the Certified EIR within the 28-acre project site. In addition, Tribal Cultural Resources is a new resource area required to be evaluated under CEQA and has, therefore, been included as an SEIR section to document the current tribal consultation process and conclusions associated with Assembly Bill (AB) 52 and Senate Bill (SB) 18 consultations.

1.4 SCOPING AND NOTICE OF PREPARATION PROCESS

In accordance with the State CEQA Guidelines, an IS/NOP was prepared for the Revised Project to invite public input on the scope and content of the SEIR and evaluate the potential impacts of the Revised Project to determine if they would be consistent with the level of impacts evaluated within the 2007 Certified EIR.

Based on review of the Revised Project, the analysis completed in the 2007 Certified EIR, and comments received during the NOP process, the City determined that there was substantial evidence that the Revised Project would not cause or otherwise result in significant environmental effects beyond those evaluated in the 2007 Certified EIR in the areas of agriculture, hazards and hazardous materials, housing and population, mineral resources, recreation, and noise. In addition, the IS/NOP evaluated the Revised Project for potentially significant impacts that were not required to be evaluated at the time of preparation of the 2007 Certified EIR, including GHG emissions, energy, tribal cultural resources, and wildfire. Based on review of the Revised Project and comments received during the NOP process, the City determined that there was substantial evidence that the Revised Project would not cause or otherwise result in significant environmental effects associated with wildfire. Therefore, no further analysis is warranted, and these issue areas are not evaluated within this SEIR. Refer to Appendix A for the analysis in the IS/NOP.

Based on review of the Revised Project, the analysis completed in the 2007 Certified EIR, and comments received during the NOP process, several issue areas were determined to have no potential to cause significant effects beyond what was covered in the 2007 Certified EIR with the exception of one threshold, and/or warranted further discussion in the SEIR due to agency coordination completed after circulation of the IS/NOP. These impact areas include aesthetics, cultural resources, geology and soils, hydrology and water quality, land use, and utilities and service systems. These impact areas are evaluated within Section 4.5, Other Issue Areas, of this SEIR.

Lastly, a comprehensive alternatives analysis for the Specific Plan was included in the 2007 Certified EIR and included evaluation of the No Project Alternative; a Reduced Project Alternative, which maintained additional areas within the Specific Plan in agricultural production; and a Transportation Alternative, which would provide additional transportation connections and features to redistribute traffic within the Specific Plan area. The Revised Project would modify proposed land uses within a 28-acre portion of the 740-acre Specific Plan area (less than 4% of the overall Specific Plan area) and the Conceptual Development Plan assumes 264,500 square feet of development (less than the 314,067 square feet of community facilities floor area that is permitted within the project site under the Approved Specific Plan). The alternatives analysis in the 2007 Certified EIR continues to provide a reasonable range of alternatives to build-out of the Specific Plan area, which obtain most of the project objectives. The change in permitted land uses within the Revised Project area does not warrant additional alternatives analysis either individually in this SEIR or within the broader setting of the Specific Plan. Therefore, project alternatives are not further analyzed in this SEIR.

In compliance with the State CEQA Guidelines and Executive Order (EO) N-54-20, the City has taken steps to provide opportunities for agencies and members of the public to participate in the environmental process. During the IS/NOP process, relevant federal, state, regional, and local governmental agencies and other interested parties were contacted to solicit comments and inform the public of the Revised Project. The City distributed the NOP on July 2, 2020, to the SCH and relevant public agencies in the project region. The City held an NOP Scoping Meeting on July 13, 2020. At the meeting, City staff were prepared to provide an overview of the project, highlight opportunities for public participation, and solicit feedback on the scope of the environmental review process. No agency representatives or members of the public attended the meeting. The NOP review period closed on August 3, 2020.

Seven state and local agency comment letters were received during the public comment period on the NOP, described below. No letters from members of the general public were received.

On July 13, 2020, the City received comments from the California Native American Heritage Commission (NAHC) that provided an outline of AB 52 and SB 18 requirements and recommended that consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project be initiated as early as possible. The City provided notification to Native American tribes affiliated with the project area on May 15, 2020. One request for consultation was received from Freddie Romero of the Santa Ynez Band of Chumash Indians. A detailed summary of all consultation efforts and conclusions is provided in Section 4.4, Tribal Cultural Resources, of the SEIR. No other responses or requests for consultation were received.

On July 20, 2020, the City received comments from the Laguna County Sanitation District (LCSD). Comments provided included the identification of the location of LCSD sewage collection facilities within the project site and within the immediate vicinity of the project site, acknowledgement that the project would be a customer of LCSD per the joint agreement between LCSD and the City, and identified that wastewater flow generation estimates would be required to ensure LCSD has adequate capacity to serve the project. Estimated project wastewater flows were calculated using LCDS's Engineering Design Standards for the Construction of Sanitary Sewers and were provided to LCSD on June 30, 2020. A

summary of coordination with LCSD to determine adequate service capacity and estimated flow rates is provided in Section 4.5, Other Issue Areas.

On August 2, 2020, the City received comments from the County of Santa Barbara (County) Planning and Development Department that identified potential impacts related to aesthetics and a recommendation that aesthetic/visual resources be analysis within the SEIR. Potential impacts related to aesthetics are provided in Section 4.5, Other Issue Areas.

On August 2, 2020, the City received comments from the County Public Works Department Water Resources Division that stated that because the most recent flood control plan referred to in the description of baseline conditions is out of date and none of the infrastructure from the plan was constructed, the project should include the development of a new master drainage plan that identifies specific drainage control components. City staff coordinated directly with County Public Works Department Water Resources Division to discuss the department's comments and the proposed plan for drainage collection and treatment within the project site and its role in the Airport Business Park Specific Plan Area drainage plans. County staff generally concurred with City staff's proposed approach and this consultation is summarized along with information regarding on-site drainage facilities in Section 4.5, Other Issue Areas.

On August 3, 2020, the City received comments from the California Department of Transportation (Caltrans) District 5 that requested analysis of project impacts to the intersections of SR 135 and Union Valley Parkway and SR 135 and Foster Road and stated that any work within Caltrans right-of-way would require an encroachment permit. Both of these intersections were evaluated within the Traffic Impact Study prepared for the project (Central Coast Transportation Consultants [CCTC] 2020) and project impacts on these intersections are discussed in Section 4.3, Transportation, of this SEIR. The project does not include any work within Caltrans right-of-way.

On August 5, 2020, the City received comments from the Santa Barbara County Air Pollution Control District (SBCAPCD) that identified that the future construction of a gasoline station would require a District Authority to Construct Permit and a Health Risk Assessment. Other comments included impact determination guidance and identification of the need for the SEIR to include transportation management measures and GHG reduction measures. Each of these items have been addressed within Section 4.1, Air Quality, Greenhouse Gas Emissions, and Energy, of this SEIR.

On August 5, 2020, the City received comments from the California Department of Fish and Wildlife (CDFW) that recommended the City consult with CDFW under the California Endangered Species Act (CESA) regarding potential impacts to California tiger salamander (*Ambystoma californiense*), recommended that updated vegetation mapping of the project site should be provided within the SEIR, and recommended surveys be conducted to determine presence/absence of Crotch bumble bee (*Bombus crotchii*) within or adjacent to the project site and that the City consult with CDFW if impacts to Crotch bumble bee cannot be avoided. These items, in addition to the other comments noted in the letter, have each been addressed within Section 4.2, Biological Resources, of this SEIR.

Agencies, organizations, and interested parties not contacted or who did not respond to the request for comments on the project during circulation of the NOP have the opportunity to comment during the 45-day public review period on the Draft SEIR, ending on January 11, 2021. An additional opportunity for comment includes consideration of the proposed project and certification of the Final SEIR at the City Council Meeting (to be scheduled; please refer to official City Council meeting notice and agenda).

1.5 EIR CONTENTS

The scope of the SEIR includes an analysis of issues identified by the lead agency during the preparation of the NOP for the proposed project that would result in new significant environmental effects not previously analyzed in the 2007 Certified EIR or substantial increases in the severity of significant effects identified in the 2007 Certified EIR. The SEIR is divided into the following major sections:

Executive Summary. Provides a brief summary of the project background, description, impacts, and mitigation measures.

Introduction. Provides the purpose, scope, content, and use of the SEIR.

Project Description. Provides the general background of the project, objectives, a detailed description of the project characteristics, and a listing of necessary permits and government approvals.

Environmental Impact Analysis. Discusses the environmental setting as it relates to the various issue areas, regulatory settings, thresholds of significance, impact assessment and methodology, project-specific impacts and mitigation measures, cumulative impacts, and secondary impacts. This SEIR analyzes the potentially significant impacts to the following resource areas, as identified during preparation of the NOP:

- Air Quality, Greenhouse Gas Emissions, and Energy
- Biological Resources
- Transportation
- Tribal Cultural Resources
- Other Issue Areas
    - Aesthetics
    - Cultural Resources
    - Geology and Soils
    - Hydrology and Water Quality
    - Land Use and Planning
    - Utilities and Public Service Systems

Other CEQA Considerations. Identifies growth-inducing impacts and discusses irreversible environmental changes.

Mitigation Monitoring and Reporting Program. This section contains a matrix of all mitigation measures identified within the SEIR, the requirements of the mitigation measures, the Applicant's responsibility and timing for implementation of these measures, the party responsible for verification, the method of verification, and verification timing.

1.6 PROJECT SPONSORS

Lead Agency: City of Santa Maria
Community Development Department
110 South Pine Street, #101
Santa Maria, California 93458
Frank Albro, City Planner

Project Applicant:	G3, LLC 1655 Dalidio Avenue, Unit 3018 San Luis Obispo, California 93401 *Erik Justensen, RRM Design Group, Applicant's Agent*
Environmental Consultant:	SWCA Environmental Consultants 1422 Monterey Street, Suite C200 San Luis Obispo, California 93401 *Emily Creel, Project Manager*

1.7 REVIEW OF THE DRAFT EIR

This Draft SEIR was distributed to responsible and trustee agencies, other affected agencies, interested parties, and all parties requesting a copy of the Draft SEIR in accordance with Public Resources Code (PRC) Section 21092(b)(3). A Notice of Completion and Notice of Availability of the Draft SEIR were also distributed as required by State CEQA Guidelines Sections 15085 and 15087.

The public review period is 45 days. Written responses to all environmental issues raised during public circulation will be prepared and included as part of the Final SEIR and the environmental record for consideration by decision-makers for the project. During this 45-day review period, the Draft SEIR and all technical appendices will be available for review on the City's website: https://www.cityofsantamaria.org/city-government/departments/community-development/planning-division/planning-policies-and-regulations/environmental-impact-reports. On behalf of the lead agency, written comments on the Draft SEIR shall be addressed to:

Frank Albro
City of Santa Maria
Community Development Department
110 South Pine Street, Suite #101
Santa Maria, California 93458

Via email: falbro@cityofsantamaria.org

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CHAPTER 2. PROJECT DESCRIPTION

G3, LLC, the Applicant, is requesting approval of a General Plan Amendment, Specific Plan Amendment, and Rezoning to more effectively arrange land uses on an approximately 28-acre parcel (project site) located at the southeast corner of the Santa Maria Airport Business Park Specific Plan area. These approvals would modify the land use designations and corresponding zoning applied throughout the project site and increase the amount of airport-compatible development allowed within this portion of the Specific Plan (Revised Project).

This section describes the Revised Project, including the project background, the baseline conditions and surrounding land uses, major project characteristics, project objectives, and discretionary actions needed for approval.

2.1 GENERAL BACKGROUND

In June 2007, the City of Santa Maria (City) certified a Programmatic Environmental Impact Report (EIR) (State Clearinghouse [SCH] No. 2005051172) for the *Santa Maria Airport Business Park Specific Plan* (Specific Plan) (2007 Certified EIR; Rincon Consultants, Inc. 2007). The 2007 Certified EIR evaluated the potential environmental impacts resulting from future development of the 740-acre Specific Plan area located in the southwestern corner of the city, immediately south of the Santa Maria Public Airport (Figure 2-1).

The approved Specific Plan seeks to combine light industrial, research, manufacturing, and commercial land uses around an 18-hole golf course. Additional uses proposed include retail opportunities, government facilities, and commercial and professional office space with mixed use potential. Large areas of open space are intended to be reserved for recreational or conservation uses, and a portion of the Specific Plan area is set aside as a biological preserve. The Specific Plan's proposed land use pattern is designated to accommodate future growth of development over the Specific Plan area while maintaining full compatibility with airport operational requirements and minimizing impacts to the environment. The subject of this Supplemental EIR (SEIR) is a proposed General Plan Amendment, Specific Plan Amendment, and Rezoning of an approximately 28-acre parcel (portion of Assessor's Parcel Number [APN] 111-231-011) at the southeast corner of the Specific Plan area (Figure 2-2). Within the 28-acre project site, the adopted Specific Plan proposed 314,067 square feet of Community Facilities (CF) floor area, while the 2007 Certified EIR evaluated the development of 41,948 square feet of floor area (Table 2-1 in Section 2.3, Revised Project). [1] The project site is the only parcel within the Specific Plan area where the CF land use designation was applied. This development was to occur over 19.3 acres at the southern and western portions of the parcel (Figure 2-3). The CF land use designation allows for a variety of public/governmental facilities to be developed, including a local fire station, California Department of Motor Vehicles (DMV) facilities, charitable and philanthropic centers, cemeteries, crematories or mausoleums, or public service facilities. The remainder of the project site (8.7 acres) was anticipated to accommodate a large regional stormwater detention basin facility, a portion of which was overlain by Safety Zone 2 as designated in the 1993 Santa Barbara County Airport Land Use Plan (ALUP) and the City's corresponding Airport Approach Zone (AA) combining regulations.

[1] Within the project site, the adopted Specific Plan proposed 314,067 square feet of CF floor area, or 272,119 square feet more than evaluated in the 2007 Certified EIR. Pursuant to Section 15163 of the State California Environmental Quality Act (CEQA) Guidelines and to provide a conservative analysis, this SEIR evaluates the potential for environmental impacts resulting from the proposed 264,500 square feet of development in the Conceptual Development Plan (a 222,552-square-foot increase in proposed development from the 2007 Certified EIR).

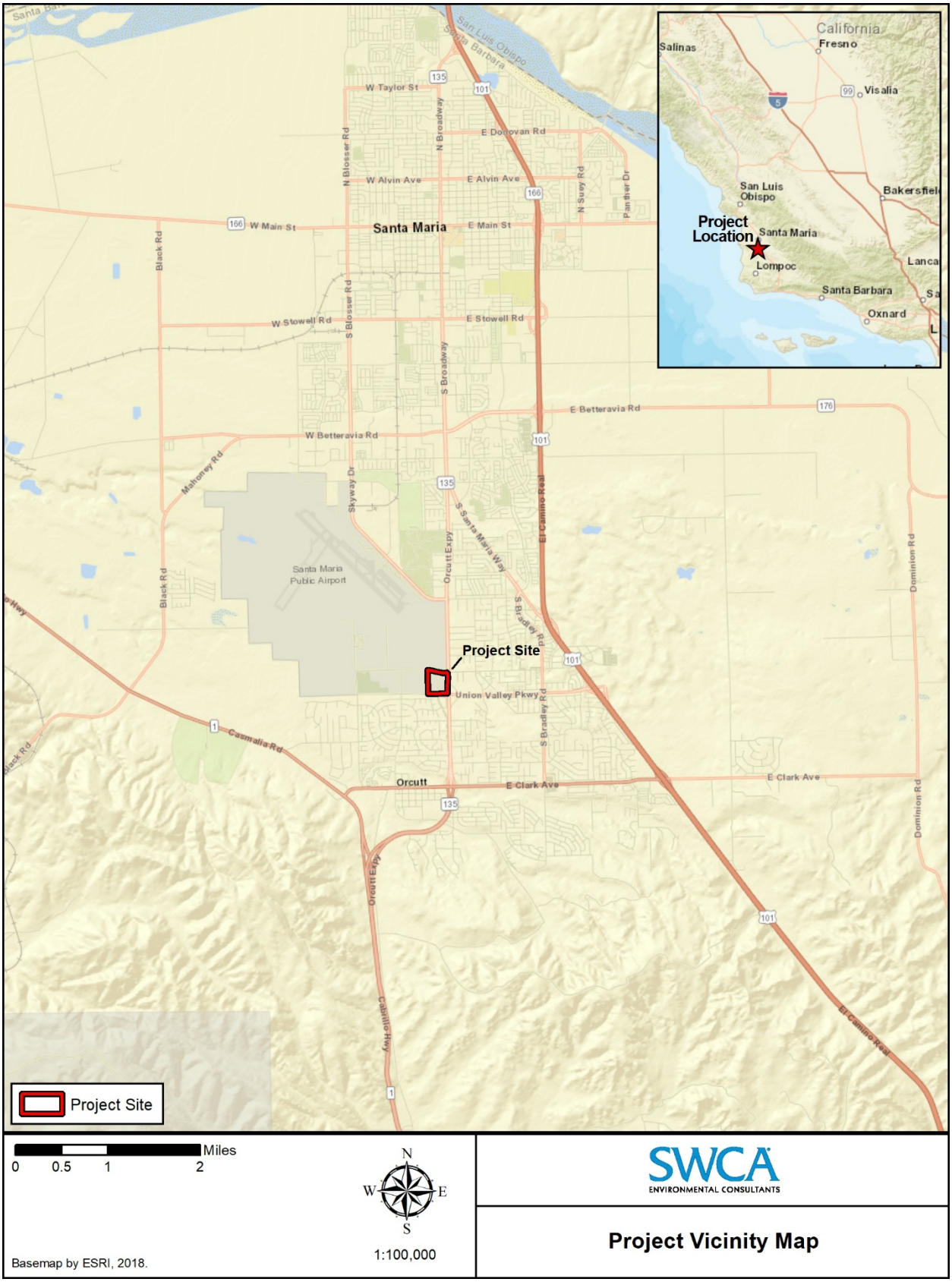

Figure 2-1. Project vicinity map.

Figure 2-2. Project location map.

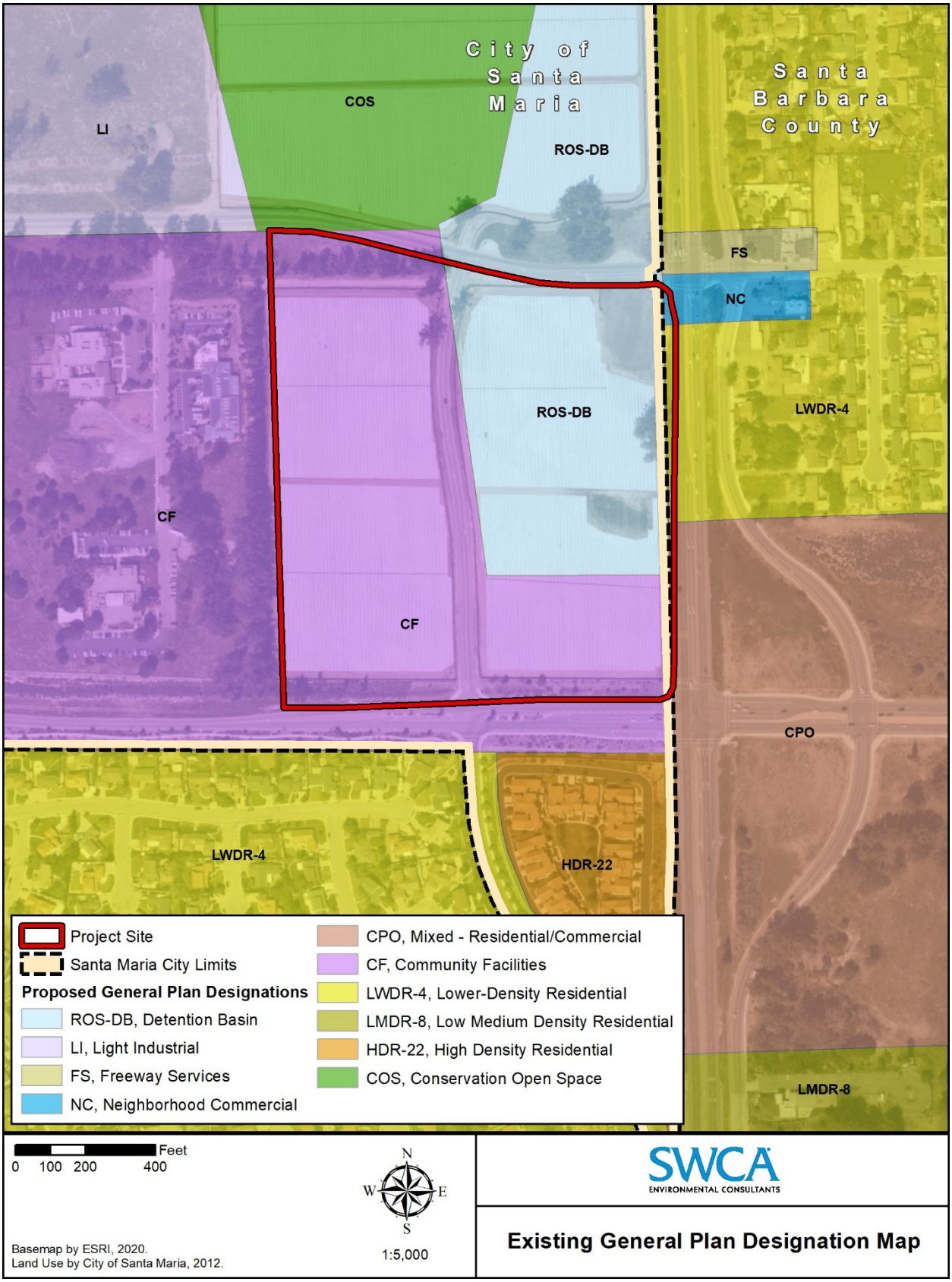

Figure 2-3. Existing General Plan designation map.

Planning documents for the Santa Maria Public Airport District (Airport District) have long identified flood control management as a use of the project site. In 1995, the Airport District received the local approvals for the *Santa Maria Airport Research Park Specific Plan* (1995 Airport Specific Plan), which included zoning for the future development of an industrial park and golf course within a 315-acre area of Airport District land. The 1995 Airport Specific Plan in effect at that time stated, "a land use designation for community facilities was assigned to an area in the southeast corner of the project area to accommodate a detention basin needed to address regional flooding in both the adjoining Community of Orcutt, City of Santa Maria, and a portion of the Airport District." In the Approved 2007 Specific Plan, the northeast portion of the 28-acre project site was identified to accommodate a 9-acre detention basin within the land use designation of Recreation Open Space - Detention Basin (ROS-DB) (and corresponding Open Space [OS] zone) (see Figure 2-3). In addition, the City has coordinated directly with the Santa Barbara County Flood Control and Water Conservation District (County Flood Control) to discuss the need for drainage improvements on-site to accommodate on-site stormwater flows and potential future regional stormwater flows. A summary of consultation efforts and additional information regarding proposed on-site drainage facilities are provided in Section 4.5, Other Issue Areas.

2.2 EXISTING CONDITIONS

2.2.1 2007 Baseline Conditions

2.2.1.1 Project Site

The project site is located within the city; the adjacent State Route (SR) 135 and Union Valley Parkway generally serve as the boundary between Santa Maria and the community of Orcutt in unincorporated Santa Barbara County (see Figure 2-2).

The project site is relatively flat, with the topography sloping slightly downward to the north toward Foster Road. When the 2007 Certified EIR was approved, the project site was undeveloped and consisted mostly of non-native annual grassland habitat, with a small patch of central coast scrub, and eucalyptus woodland along the western edge and scattered in the northern portion of the site. Scattered mature trees line the eastern and northern edges of the parcel. Foxenwood Lane traverses the project site as a north–south road with a single lane in each direction. Proximate land uses to the north and west generally consist of vacant open space and cultivated agricultural lands, as well as airport operations and runways within the Santa Maria Airport. Land uses to the south and east generally consist of residential neighborhoods, commercial services, offices, and school uses within the community of Orcutt.

2.2.1.2 Surrounding Land Uses and Setting

In 2007, the project site was bordered to the north by Foster Road and agricultural fields within parcels zoned AA; to the east by SR 135, single-family homes zoned Single Family Residential (R-1), and The Jetty Restaurant zoned Neighborhood Commercial (NC); to the south by single-family residential neighborhoods (Foxenwood Estates, Foxenwood Garden Villa) zoned R-1 and Planned Development (PD)/R-1; and to the west by public facilities uses zoned Public Facilities (PF), including the Foodbank of Santa Barbara County, Santa Maria Animal Shelter, and Santa Barbara County Santa Maria Mental Health Services clinic.

At the time of approval of the 2007 Certified EIR, Union Valley Parkway terminated east of the project site. Since then, Union Valley Parkway has been extended from that terminus to connect to South Blosser Road. The 2007 Certified EIR identified this roadway extension as a future improvement.

2.2.2 2020 Existing Conditions

2.2.2.1 Project Site

The former baseline conditions on the project site evaluated in the 2007 Certified EIR have changed since 2007. Most notably, the agricultural cultivation of strawberries was introduced to the previously undeveloped project site in late 2018. The stands of eucalyptus (*Eucalyptus* spp.) trees were removed to improve airport operations and safety and accommodate the agricultural use. The project site continues to be bisected by Foxenwood Lane, which is a paved single-lane north–south running roadway that runs parallel to SR 135 and provides access to several residential neighborhoods south of the project site.

2.2.2.2 Surrounding Land Uses and Setting

As shown in Figure 2-2, the surrounding land uses and setting are largely the same as they were in 2007. The principal change is that Union Valley Parkway was extended in 2015 to provide a continuous east–west roadway connection from U.S. Highway (US) 101 to South Blosser Road. Union Valley Parkway now forms the southern site boundary and provides direct site access. The new extension of Union Valley Parkway includes sidewalks and Class II bike lanes on each side, and the signalized interchange of Union Valley Parkway and SR 135 features two traffic lanes in each direction and crosswalks.

2.3 REVISED PROJECT

The completion of the 1.5-mile-long extension of Union Valley Parkway between US 101 and the project site resulted in the Airport District's reevaluation of the project site's role in the strategic development of the Specific Plan. While flood control remains a needed function, direct site access to the regional transportation network via Union Valley Parkway now also provides the City and Airport District with an extra tool to realize several goals identified in Specific Plan. These goals include providing the Airport District a steady income stream for long-term land leases, enhancing economic development opportunities for the City relative to the previously adopted land use pattern, protecting biologically sensitive areas to the extent feasible, and developing airport-compatible uses that are compatible with the Airport's neighbors, serve the employment needs of the City, and are responsive to the City's ongoing economic goals.

In coordination with the Airport District, the Applicant is requesting approval of a General Plan Amendment, Specific Plan Amendment, and Rezoning to more effectively arrange land uses on the 28-acre project site and increase the amount of airport-compatible development allowed within this portion of the Specific Plan. These approvals would modify the land use designations and corresponding zoning applied throughout the project site (Revised Project; see Figures 2-3 through 2-6).

West of Foxenwood Lane, the ROS-DB land use designation (and corresponding OS zone) would be applied to the site's northwest corner to accommodate collection and treatment facilities for stormwater flows on-site, as well as provide area for the potential future accommodation of regional stormwater flows at this location as identified for future Specific Plan-wide drainage and retention basin improvements in the 2007 Certified EIR and Drainage and Water Quality Mitigation Measures D2 and D3, in particular. By relocating the detention basin, the northeast portion of the site adjacent to SR 135 would become available for more productive commercial and Airport District leasing uses. The Light Industrial (LI) land use designation (and corresponding Planned Development Light Manufacturing/Public Facilities - Airport [PD-M-1/PF-A] zone) would be applied to the southwest corner of the project site.

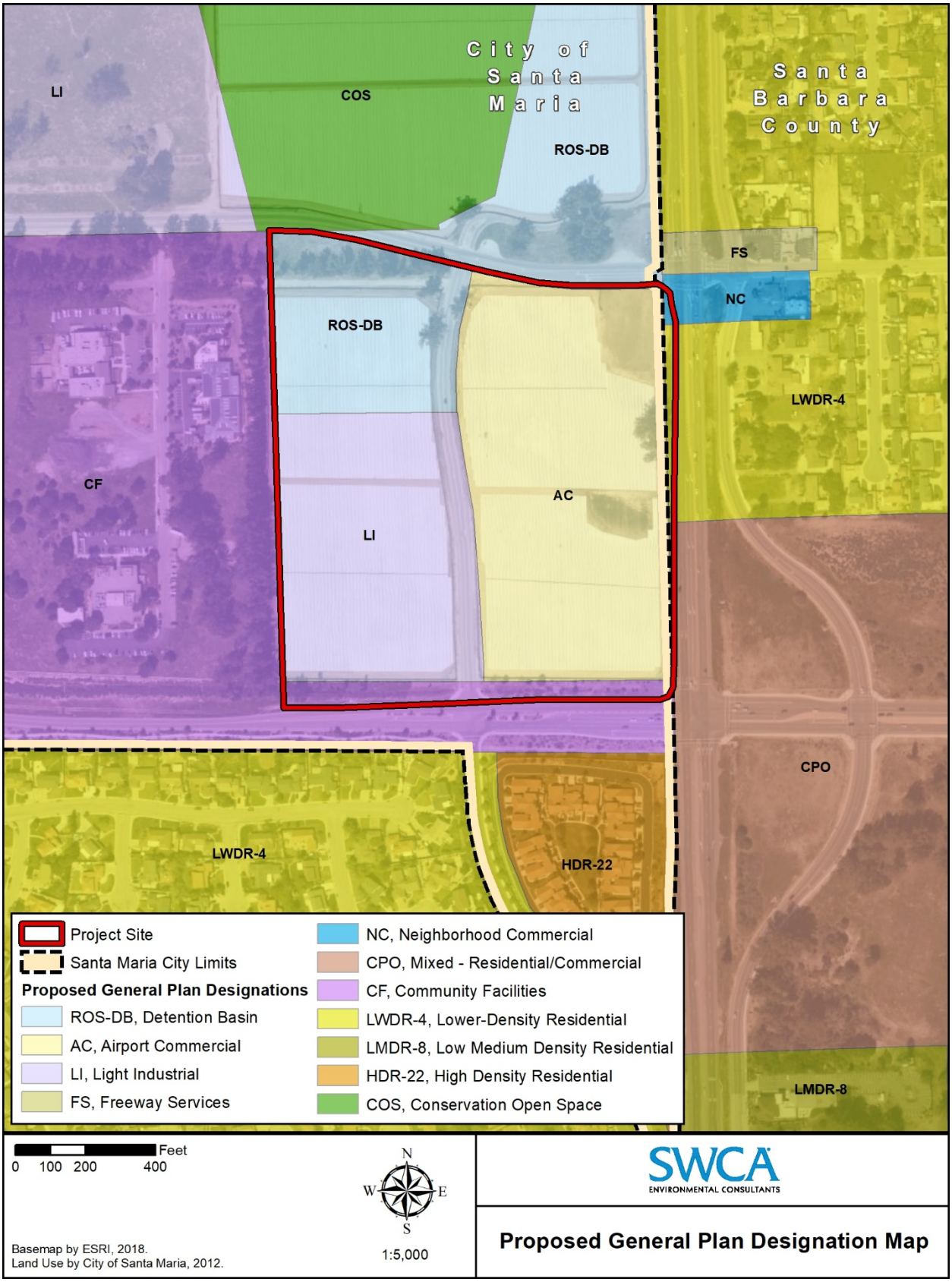

Figure 2-4. Proposed General Plan designation map.

Figure 2-5. Existing zoning designation map.

Figure 2-6. Proposed zoning designation map.

East of Foxenwood Lane, the Airport Commercial (AC) land use designation (and corresponding Planned Development Airport Commercial/Public Facilities - Airport [PD-C-3/PF-A] zone) would be applied to the entire area. The proposed designations under the Revised Project would accommodate a range of potential land uses, including the following within each particular zoning designation:

- **Open Space (OS) Zoning Designation.** Permitted uses within this zone include agricultural lands; rangelands; areas required for recharge of groundwater basin, including retention basins required for flood control; areas required for the preservation of plants and animal life, including habitat for wildlife species; areas for outdoor recreation; areas that require special management or regulation because of hazardous conditions; and land reclamation projects. Upon approval of a Conditional Use Permit, additional uses would be conditionally permitted within this zone, including commercial greenhouses, commercial recreational facilities, riding academies and stables with the boarding of horses, public utility structures, electrical substations, and libraries and museums, as well as an increase in pipeline capacity through the repair, maintenance, replacement, or installation of new pipelines.
- **Light Manufacturing (M-1) Zoning Designation.** Permitted uses within this zone include administrative or executive offices, when incidental and accessory to and directly related to primary industrial or manufacturing uses permitted in this zone; scientific research and experimental development laboratories and related research offices; technology development centers; financial centers; engineering and industrial design offices, when part of and affiliated with a primary industrial or manufacturing use permitted in the zone; light assembly, manufacturing, processing, and packaging of pharmaceuticals and drugs; manufacturing of scientific, optical, medical, dental, and precision instruments; printing, publishing and allied industries; data processing, when part of and affiliated with a primary industrial or manufacturing use permitted in the zone; warehousing and wholesale distributers; manufacturing, assembling, packaging, and processing of articles or products from previously prepared material; limited retail sales when the product sold is manufactured, fabricated, or assembled on-site (the retail sales activity shall not attract the general public); and the storage of flammable liquid in underground tanks, subject to fire marshal approval.
- **Airport Commercial (C-3) Zoning Designation.** Permitted uses within this zone include corporate, business, or professional offices; insurance sales; travel agencies; banks and financial institutions; blueprinting and photocopying; scientific research and experimental development laboratories (medical or scientific), which do not require outside testing or storage; administrative or executive offices, when incidental to and directly affiliated to primary industrial; manufacturing uses permitted in the zone and corporate offices containing more than 15,000 square feet per tenant; engineering and industrial design facilities; data processing offices; equipment incidental to sale and service/maintenance; light assembly, manufacturing, processing, and packaging of pharmaceutical and drugs; printing, publishing, and allied industries; restaurants; and specialty retail shops, such as a bookstore, art gallery, etc.
- **Public Facilities (PF) Zoning Designation.** Permitted uses within this zone include governmental buildings and facilities designed for public use and accommodation; public libraries, museums, and schools and colleges; charitable and philanthropic institutions; water and wastewater treatment plants; substations and other public service facilities of a similar nature; uses, buildings, and structures incidental, accessory, and subordinate to permitted uses; and churches.
- **Planned Development (PD) Zoning Overlay.** The PD overlay may combine with various zoning designations of the Approved Specific Plan and is intended to provide maximum design flexibility to the project contractor, while still allowing the City to retain control over design features and arrangement of uses within the area. This overlay is proposed on the entire project

site, with the exception of the ROS-DB zoning designation area in the northwest corner of the site.

It is also important to note that a portion of the project site is located within Airport Safety Zones as designated in the 1993 adopted Santa Barbara County ALUP as well as the Draft Santa Maria Airport Land Use Compatibility Plan (ALUCP) (Figure 2-7). Proposed uses within these areas must be developed in compliance with applicable standards and regulations set forth in the applicable airport land use plan as well as policies established by the Federal Aviation Administration (FAA) and advisory circulars.

Although the Revised Project does not currently propose any particular development at the project site, the Applicant has coordinated with the Airport District to develop a Conceptual Development Plan. Several airport-compatible land uses are included in the Conceptual Development Plan, including commercial, light industrial, and public facility buildings (Figure 2-8). Under the Conceptual Development Plan, the Revised Project would develop the 28-acre project site within the Airport Specific Plan with approximately 264,500 square feet of floor area as described in Table 2-1.

Table 2-1. Revised Project – Conceptual Development Plan

Land Use	Building Floor Area*
Approved Project (Certified EIR)	
Community Facilities (CF) Land Uses	41,498 sf[1]
Approved Project (Certified EIR) Total	**41,498 sf**[1]
Revised Project/Conceptual Development Plan	
West Area (West of Foxenwood Lane)	
Public Facilities (PF)	7,000 sf
Self-Storage Facility	100,000 sf
State Office Building	15,100 sf
West Area Subtotal	*122,100 sf*
East Area (East of Foxenwood Lane)	
Market Place Commercial (e.g., coffee/bagels, deli, brewpub, ice cream, wine tasting, specialty grocery)	36,000 sf
Professional Office Buildings	40,000 sf
Medical Office	20,000 sf
Home Furnishings/Appliances	32,000 sf
Fast Food	6,000 sf
Family Restaurant	5,000 sf
Convenience Store and Gas Station	3,400 sf
East Area Subtotal	*142,400 sf*
Revised Project Total	**264,500 sf**

* sf = square feet

[1] Within the project site, the adopted Specific Plan proposed 314,067 sf of CF floor area; however, the 2007 Certified EIR only evaluated the development of 41,498 sf at this site.

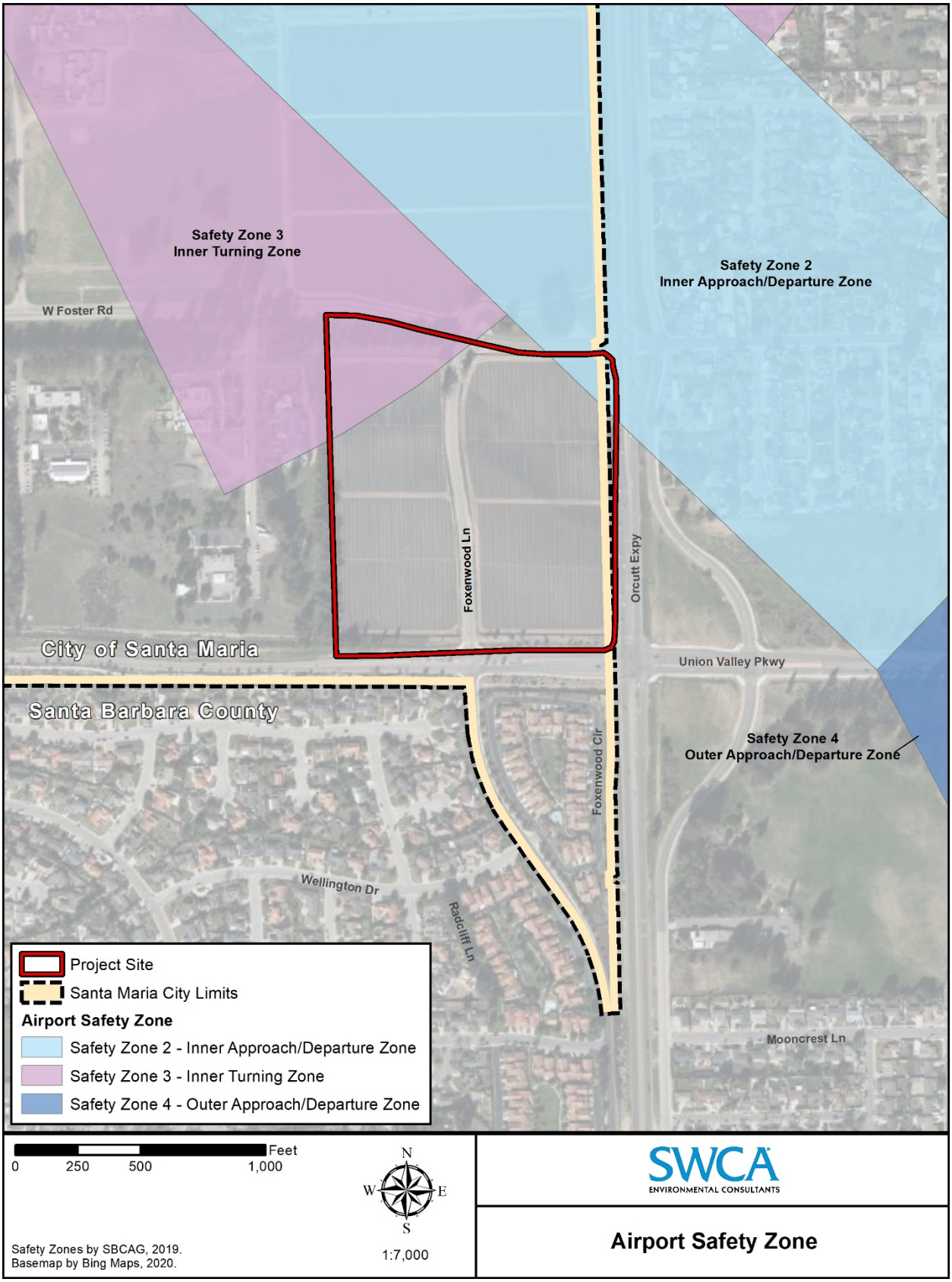

Figure 2-7. Draft Santa Maria Airport Land Use Compatibility Plan airport safety zones.

Figure 2-8. Conceptual development plan.

Infrastructure improvements would be completed to accommodate the Revised Project. At the intersection of Union Valley Parkway and Foxenwood Lane, the intersection would be signalized and dedicated turn lanes onto Foxenwood Lane would be provided. The Revised Project would also make all necessary utility connections to provide water, wastewater conveyance, and electrical service to the proposed development. It is expected that 10 of the existing on-site trees would be removed and that approximately 350 new trees would be planted under the Revised Project.

For purposes of evaluating a reasonable worst-case scenario in the SEIR, the Revised Project assumes the Conceptual Development Plan would be constructed over a 20-month period, beginning in fall 2021. Approximately 24.5 acres of the project site would be graded, with the volume of cut and fill being balanced on-site. Approximately 7.8 acres would be paved to provide parking and internal site circulation. The Conceptual Development Plan includes provision of land to accommodate the potential development of a detention basin to collect and treat on-site stormwater flows as well as accommodate potential future regional stormwater flows from surrounding areas as they are developed (if permitted and if necessary, as described in the 2007 Certified EIR and Drainage and Water Quality Mitigation Measures D2 and D3). Construction of the full-scale detention basin would require the excavation of approximately 152,460 square feet of soil material, which would be used as fill throughout the site. As with the Approved Project (and as evaluated in the 2007 Certified EIR), the detention basin would be excavated to a maximum depth of 30 feet.

2.4 PROJECT OBJECTIVES

The City and the Applicant have identified the following objectives for the Revised Project:

- Create a development framework that attracts community-serving businesses that complement the surrounding airport and residential land uses and accommodates public facility uses.
- Set aside sufficient land for accommodation of a detention basin to meet the needs for on-site stormwater retention and potential future regional stormwater retention (if permitted and if necessary, as described in the 2007 Certified EIR and Drainage and Water Quality Mitigation Measures D2 and D3).
- Create a development framework for the project site that provides the Airport District with a steady income stream for long-term land leases within the project area.
- Create a development framework that recognizes the adopted Specific Plan and allows for future development under an amended Specific Plan to enhance economic development opportunities for the City relative to the land use pattern that was previously adopted.
- Create a development framework that is consistent with the noise, height, and safety guidelines of the adopted Santa Barbara County ALUP and the Santa Maria ALUCP (Santa Barbara County Association of Governments [SBCAG] 2019).
- Protect and enhance designated open space lands and biologically sensitive areas to the maximum extent reasonably feasible.
- Develop the project site with airport-compatible uses that are also compatible with the Airport's neighbors, particularly the neighborhoods to the south and east; likely to serve employment needs of the City and region; and responsive to the City's ongoing economic goals.

2.5 REQUESTED ACTION AND REQUIRED PERMITS

Various permitting requirements would need to be met prior to implementation of the proposed project. Table 2-2 summarizes federal, state, and local permits that may be required for the project and the agencies that are expected to use the SEIR in their decision-making and permitting processes.

The City, as the California Environmental Quality Act (CEQA) lead agency, is responsible for administering the preparation of this SEIR and will be responsible for certifying the Final SEIR. Lead agency decision makers (i.e., the City Planning Commission and City Council) will use the SEIR as an informational document to assist in the decision-making process, ultimately resulting in the approval, denial, or assignment of conditions to the project. The City Community Development Department will be responsible for ensuring compliance with the mitigation measures certified in the Final SEIR.

Table 2-2. Agency Permit Requirements

Agency	Approval/Permit Required
City of Santa Maria	Amendment of the Santa Maria Airport Business Park Specific Plan
City of Santa Maria	General Plan Maps and Zoning Map Amendments
Santa Barbara County Association of Governments (SBCAG), acting as the Santa Barbara County Airport Land Use Commission (ALUC)	Airport Land Use Plan Consistency Determination
U.S. Fish and Wildlife Service (USFWS)	Section 10 consultation, Incidental Take Permit
California Department of Fish and Wildlife (CDFW)	CDFW 2081 Incidental Take Permit or CDFW Consistency Determination with USFWS Incidental Take Permit

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CHAPTER 3. ENVIRONMENTAL SETTING

This section of the Supplemental Environmental Impact Report (SEIR) describes the project's environmental setting, including the physical conditions of the project vicinity, an overview of relevant plans and policies applicable to the proposed project, and a discussion of the cumulative development scenario and cumulative study area for the project. More detailed descriptions of the environmental setting for each environmental issue area can be found in Chapter 4, Environmental Impact Analysis.

3.1 PHYSICAL SETTING

3.1.1 Regional Setting

The project site is located in the city of Santa Maria, in the Santa Maria Valley, within the northern portion of Santa Barbara County. The Santa Maria Valley is a flat coastal plain that is bordered by the Nipomo Mesa and Sierra Madre Mountains to the north and east, the Solomon and Casmalia Hills to the south, and the Guadalupe Dunes to the west. The city is located approximately 12 miles west of the Pacific Ocean, 70 miles north of the city of Santa Barbara, and 30 miles south of the city of San Luis Obispo (see Figure 2-1 in Chapter 2, Project Description).

The city of Santa Maria is generally surrounded by rural land uses, including cultivated agriculture, grazing, crude oil production, and open space. Vegetative communities in the project vicinity consist primarily of coastal dune sage, with the edges of the valley characterized by oak woodlands, native and nonnative grasses, and chaparral. The project site is located within the Santa Maria Watershed, one of the largest coastal drainage basins in California. The Santa Maria Watershed includes all tributaries and watersheds for the Cuyama, Sisquoc, and Santa Maria Rivers. The Santa Maria Watershed overlies the Santa Maria Valley Groundwater Basin, covering more than 280 square miles in the southwestern corner of San Luis Obispo County and the northwestern corner of Santa Barbara County. The Mediterranean climate of the region produces moderate temperatures year-round, with rainfall concentrated in the winter months.

3.1.2 Local Setting

The project site is located in the southern portion of the city and the adjacent State Route (SR) 135 (to the east) and Union Valley Parkway (to the south) generally serve as the boundary between the city and the unincorporated community of Orcutt in Santa Barbara County (see Figure 2-2 in Chapter 2, Project Description). The project site is located within the Specific Plan area. The Specific Plan area represents 740 acres of the approximately 2,598 acres within the existing boundary of the Santa Maria Public Airport.

The project site is relatively flat, with the topography sloping slightly downward to the north toward Foster Road. Foxenwood Lane bisects the project site as a north–south paved road with a single lane in each direction. When the Certified EIR was approved in 2007, the project site was undeveloped and consisted mostly of nonnative annual grassland habitat, with a small patch of central coast scrub, and eucalyptus woodland along the western edge and scattered in the northern portion of the site. Scattered mature trees lined the eastern and northern edges of the parcel.

Based on the adopted Specific Plan, the Santa Maria Airport Business Park will combine light industrial, research, manufacturing, and commercial land uses around an 18-hole golf course. Additional uses will include retail opportunities, government facilities, and limited commercial and office development. Nearly 70% of the planning area is designated to be reserved for passive and active open space to provide

for conservation and/or recreational opportunities. Existing uses within the Specific Plan area include open space, agricultural activities including row crops and grazing, a mobile home park, and Pioneer Park, a public park facility. No development plans have been submitted within the Specific Plan area since its update in 2007; the Revised Project would be the first such development under the Adopted Specific Plan.

The baseline conditions on the project site as evaluated in the Certified EIR have changed since 2007. Most notably, the agricultural cultivation of strawberries was introduced to the previously undeveloped project site in late 2018 (Figure 3-1). Most of the stands of eucalyptus (*Eucalyptus* spp.) trees on-site were removed to improve airport operations and safety and accommodate this agricultural use. In addition, Union Valley Parkway was extended south of the project site in 2015 to provide a continuous east–west roadway connection from U.S. Highway (US) 101 to South Blosser Road.

Figure 3-1. View of the project site depicting the nearly level topography of the site and active row crop uses (July 2, 2020).

3.2 REGULATORY SETTING

California Environmental Quality Act (CEQA) Guidelines Section 15125(d) states, "the EIR shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans." While CEQA requires a discussion of consistency with public plans, inconsistency does not necessarily lead to a significant impact. Inconsistency with public plans creates significant impacts under CEQA only when an adverse physical effect on the environment would result from the inconsistency. This section generally describes the plans and policies applicable to the proposed project. A detailed consistency analysis is provided in Table 3-2, which follows the descriptions of applicable plans and policies. Although a preliminary determination regarding project consistency is made, it is the responsibility of the City of Santa Maria (City) Planning Commission or City Council, the lead CEQA decision makers, to make the final determination regarding consistency issues.

3.2.1 Applicable Plans and Policies

The following plans and policies are applicable to the proposed project and are described in the following sections:

- Santa Barbara County Air Pollution Control District (SBCAPCD) 2019 Ozone Plan
- Santa Barbara County Association of Governments (SBCAG) Fast Forward 2040 Regional Transportation Plan and Sustainable Communities Strategy
- Water Quality Control Plan for the Central Coastal Basin (Basin Plan)
- Santa Barbara County Airport Land Use Plan
- Draft Santa Maria Airport Land Use Compatibility Plan
- City of Santa Maria Airport Business Park Specific Plan
- City of Santa Maria General Plan Land Use Element
- City of Santa Maria General Plan Circulation Element
- City of Santa General Plan Maria Noise Element
- City of Santa Maria General Plan Safety Element
- City of Santa Maria General Plan Resource Management Element
- City of Santa Maria General Plan Economic Development Element
- City of Santa Maria Bikeway Master Plan

Table 3-2 presents a preliminary analysis of the proposed project's potential consistency with the applicable plans and policies listed above. Additional consistency analysis with local plans and policies is provided in the environmental analysis chapter of this SEIR. For example, Section 4.1, Air Quality, Greenhouse Gas Emissions, and Energy, includes an assessment of the project's consistency with the California Air Resources Board (CARB) *California's 2017 Climate Change Scoping Plan* (CARB 2017). All adverse physical effects resulting from any inconsistency are discussed in the appropriate environmental analysis sections in Chapter 4 of this SEIR.

3.2.1.1 Santa Barbara County Air Pollution Control District 2019 Ozone Plan

The *2019 Ozone Plan* (SBCAPCD 2019) is the ninth triennial update to the initial state Air Quality Attainment Plan adopted by the SBCAPCD Board of Directors in 1991 (other updates were completed in 1994, 1998, 2001, 2004, 2007, 2010, 2013, and 2016). The preparation of the Ozone Plan and each subsequent update relies primarily on the land use and population projections provided by SBCAG and CARB on-road emissions forecast as a basis for vehicle emission forecasting (SBCAPCD 2017).

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). While attainment is a significant achievement, SBCAPCD's *2019 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.

To be determined to be 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*, and the project must be consistent with the policies adopted in the *2019 Ozone Plan* (SBCAPCD 2017). Additionally, in determining consistency with the *2019 Ozone Plan*, commercial and industrial projects are determined to be consistent with the *2019 Ozone Plan* if they are consistent with SBCAPCD rules and regulations.

In October and November 2018, SBCAG staff coordinated with local public works staff to adopt local resolutions of support for exemption from the state Congestion Management Program (CMP) statute. In January 2019, the SBCAG Board approved a resolution exempting the region from the state CMP statute. Therefore, the project site is not subject to the requirements of a CMP. Instead, Santa Barbara County relies on its Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS) to address regional congestion management and transportation system performance.

3.2.1.2 Fast Forward 2040 Regional Transportation Plan and Sustainable Communities Strategy

Fast Forward 2040 Regional Transportation Plan and Sustainable Communities Strategy (adopted in 2017) is the most recent update to the RTP-SCS adopted in 2013 by SBCAG. Fast Forward 2040 identifies five plan goals that remain unchanged from the prior plan:

1. **Environment:** Foster patterns of growth, development, and transportation that protect natural resources and lead to a healthy environment.
2. **Mobility and System Reliability:** Optimize the transportation system to improve accessibility jobs, schools, and services, allow the unimpeded movement of people and goods, and ensure the reliability of travel by all modes.
3. **Equity:** Ensure that the transportation and housing needs of all socio-economic groups are adequately served.
4. **Health and Safety:** Improve public health and ensure the safety of the regional transportation system.
5. **A Prosperous Economy:** Achieve economically efficient transportation patterns and promote regional prosperity and economic growth.

Fast Forward 2040 identifies regional transportation needs, prioritizes those needs, and presents an implementation plan for maintaining and improving the regional transportation network. Fast Forward 2040 also contains a multi-modal transportation investment package that, when implemented, will advance the region's goals, satisfy the planning objectives and, as a result, meet the needs of the traveling public into the future. SBCAG updates the SCS with the RTP every 4 years. Connected 2050 is the next update; its preparation is currently underway, and it is expected to be completed by August 2021.

3.2.1.3 Water Quality Control Plan for the Central Coastal Basin

Water Quality Control Plan for the Central Coastal Basin (Basin Plan) is the Regional Water Quality Control Board's (RWQCB's) master water quality control planning document (RWQCB 2019). It designates beneficial uses and water quality objectives for waters of the state, including surface waters and groundwater. It also includes programs of implementation to achieve water quality objectives. Periodically, the RWQCB considers amendments to the Basin Plan. Each amendment is subject to an extensive public review process. At a public hearing, the RWQCB may act to adopt the amendment. Adopted amendments are subject to approval by the State Water Resources Control Board (SWRCB), the Office of Administrative Law, and, in most cases, the U.S. Environmental Protection Agency (EPA).

The Santa Maria groundwater basin is in a state of adverse dissolved solids balance; therefore, it is important that quantities of total dissolved solids, sodium, chloride, nitrogen, and nitrogen compounds be kept to a minimum by local dischargers to maintain adequate groundwater quality. The City provides wastewater collection, treatment, and disposal services to the City, Santa Maria Airport District (Airport District), and part of the Laguna County Sanitation District (LCSD) service area. A secondary wastewater treatment plant owned and operated by LCSD treats most of the wastewater generated within the LCSD service area, including the project site.

3.2.1.4 Santa Barbara County Airport Land Use Plan

In 1993, the SBCAG adopted the *Santa Barbara County Airport Land Use Plan* (1993 ALUP) to complement and enhance the local planning process of agencies responsible for the land use in areas surrounding the Santa Barbara Municipal Airport and Santa Maria Public Airport. The plan is based on the following goals of the Santa Barbara County Airport Land Use Commission (ALUC):

1. Preservation of navigable airspace around airports;
2. General safety of people and property around airports; and
3. Mitigation of aircraft noise impacts.

The 1993 ALUP establishes planning boundaries around each airport's area of influence and sets forth appropriate land use standards, including building height restrictions and soundproofing standards, for each planning area. The plan also includes an adopted airport noise policy to ensure that new land uses located within the 60-decibel (dB) Community Noise Equivalent Level (CNEL) and 65 dB CNEL contour of existing airports are compatible with aircraft-generated noise. The project site is not located within either the 60 dB CNEL or 65 dB CNEL contour of Santa Maria Public Airport.

The project site is located within the Airport Influence Area (AIA) of the Santa Maria Airport. Based on the SBCAG MapGeo tool, an eastern portion of the project site is located within the Approach Zone identified in the 1993 ALUP, which corresponds to Safety Area 2 of the 1993 ALUP (SBCAG 2020). Safety Area 2 (Approach Zone) is an extension of the clear zone in which uses that do not result in a concentration of people or particular fire hazard are generally allowed. Height restrictions in the Approach Zone are more restrictive than in other zones except the Clear Zone and are strictly enforced. As a general rule, buildings within this zone are not permitted to extend beyond 150 feet above the established airport elevation. The City's Zoning Ordinance applies more rigorous height standards than generally imposed by the Federal Aviation Administration (FAA) Federal Aviation Regulations. Therefore, height restrictions within the Santa Maria Airport safety zones have not generally been an issue within the city (SBCAG 1993).

The 1993 ALUP states that incompatible uses within Safety Area 2 would include the following:

- Any use that would direct steady or flashing lights at aircraft during initial climb or final approach, other than FAA-approved navigational signal or visual approach slope indicators.
- Any use that would cause sunlight to be reflected toward an aircraft on initial climb or final approach.
- Any use that would generate smoke or attract large concentrations of birds, or that may otherwise affect safe air navigation within the area.
- Any use that would generate electrical interference that may be detrimental to operation of aircraft or airport instrumentation.

- All residential construction within 1 mile of the runway end except new single-family residence construction on existing recorded parcels and rebuilding and alteration that will not increase density.
- Non-residential uses within 1 mile of the runway end that would result in large concentrations of people, such as, but not limited to, shopping centers, schools, hospitals, or stadiums.
- Hazardous installations, such as oil or gas storage.

All project proposals in Safety Area 2 within 1 mile of runway end, and proposals that would result in large concentrations of people in Safety Area 2 more than 1 mile from the runway end are required to be reviewed on a case-by-case basis by the ALUC.

3.2.1.5 Draft Santa Maria Airport Land Use Compatibility Plan

Since the adoption of the 1993 ALUP, the *Draft Santa Maria Airport Land Use Compatibility Plan* (2019 Draft ALUCP) was prepared in August 2019 (SBCAG 2019). The 2019 Draft ALUCP was prepared in order to promote compatibility between the Santa Maria Airport and the land uses that surround it, and to serve as a tool for SBCAG, acting as the ALUC, to use in fulfilling its duty to review land use plans and development proposals within the AIA. In addition, the 2019 Draft ALUCP provides compatibility policies and criteria applicable to local agencies in their preparation or amendment of general plans and to landowners in their design of new development.

Draft ALUCPs have been prepared for each of the public airports within Santa Barbara County. When adopted, the ALUCP for each airport would replace the 1993 ALUP adopted by SBCAG. It is possible that future development proposed within the project site would occur after the 2019 Draft ALUCP has been adopted; therefore, this SEIR also evaluates the project for consistency with this draft plan.

The 2019 Draft ALUCP identifies policies that have the dual objectives of: (1) protecting against constraints on airport expansion and operations that can result from encroachment of incompatible land uses, and (2) minimizing the public's exposure to excessive noise and safety hazards. To meet these objectives, the 2019 Draft ALUCP addresses potential airport compatibility impacts related to four specific airport-related factors:

1. Noise: Exposure to aircraft noise;
2. Safety: Land use that affects safety for both people on the ground and in aircraft;
3. Airspace Protection: Protection of airport airspace; and
4. Overflight: Annoyance and other general concerns related to aircraft overflights.

Based on the SBCAG MapGeo tool, the northeastern corner of the project site is located within Safety Zone 2 – Inner Approach/Departure Zone and a larger portion of the northwestern corner of the project site is located within Safety Zone 3 – Inner Turning Zone as identified within the 2019 Draft ALUCP (SBCAG 2020). For land uses that are classified as conditionally compatible uses within the given safety zone, maximum intensity allowed for Safety Zone 2 is 60 people per acre and maximum intensity allowed for Safety Zone 3 is 100 people per acre. These maximum allowable intensities may be increased if certain risk reduction design features are implemented into the project, such as commercial sprinkler systems and increased roof strength. Maximum lot coverage for uses within Safety Zone 2 is 50%, and maximum lot coverage for uses within Safety Zone 3 is 60%.

Policy 2.5.1(a) of the 2019 Draft ALUCP states that the adoption, approval, or amendment of any General Plan that affects allowable land uses within the AIA shall be referred to the ALUC for determination of consistency with its compatibility plan prior to their approval by the local agency.

3.2.1.6 Santa Maria Airport Business Park Specific Plan

The *Santa Maria Airport Business Park Specific Plan* was adopted in 1995, amended in 1998, and updated in 2007 (City of Santa Maria 2007). The Santa Maria Airport Business Park is a proposed 20- to 30-year development plan of approximately 740 acres within the existing boundary of the Santa Maria Public Airport.

The Specific Plan's approved land use pattern is designed to accommodate future growth of development over the Specific Plan area while maintaining full compatibility with airport operational requirements and minimizing impacts to the environment. The Specific Plan includes proposed planning and development standards, which address land use, circulation, infrastructure, and community design. For the most part, these reflect the standards defined in the City's General Plan and Zoning Ordinance. Where appropriate, certain elements of the Specific Plan and the standards within it have been adjusted to reflect the influence of proximity to the Santa Maria Public Airport and its associated Safety Zones.

3.2.1.7 City of Santa Maria General Plan

3.2.1.7.1 LAND USE ELEMENT

The *City of Santa Maria General Plan Land Use Element* (LUE) identifies goals and policies to serve as a guide for decision makers regarding the overall development framework for the city. The LUE accomplishes this by establishing land use patterns for future growth and development within the city and specifying the appropriate development density and intensity. The LUE presents a plan that reflects Santa Maria's social and economic needs and promotes maximum livability as the community continues to develop.

Policies identified in the LUE that are relevant to the Revised Project include, but are not limited to, the following:

- ***Policy L.U.1 -- Balanced Land Use Mix:*** *Establish and maintain a balanced mix of land uses to meet the present and future demands of the community.*
- ***Policy L.U.4 -- Inducements to Attract Industry and Commerce:*** *The City should utilize a variety of techniques and tools to induce clean, employment-generating commerce and industry. Such techniques could include: (1) long-range strategic plans focusing on commercial and industrial types, location, and the costs/benefits to the City, (2) a City liaison acting between local employers, and the community college to encourage continued job training for those skills important to local employers, (3) Specific Plan development enabling the City to meet industrial and commercial needs, (4) maintain close coordination with the Chamber of Commerce and the Economic Development Association, and (5) creation and preservation of affordable housing.*
- ***Policy L.U.8 – Communication:*** *Continue to coordinate planning efforts among the various City departments and agencies, property owners, residents, and special districts.*
- ***Policy L.U.10b -- Neighborhood Commercial Centers:*** *Design neighborhood commercial centers so they serve the needs of surrounding residents.*
- ***Policy L.U.11 -- Jobs and Housing:*** *Assure that a balance of land use between the employment generating commercial and industrial uses, and residential development is achieved.*

3.2.1.7.2 CIRCULATION ELEMENT

The *City of Santa Maria General Plan Circulation Element* evaluates the transportation needs of the city and presents a comprehensive transportation plan to accommodate those needs. The intent of the Circulation Element is to guide the orderly improvement of the circulation system in direct response to the LUE.

Goals identified within the Circulation Element that are relevant to the Revised Project include, but are not limited to, the following:

- ***Goal C.1 Comprehensive Transportation System:*** *To provide and maintain a comprehensive transportation system that provides for the safe and efficient transport of people and goods throughout the City.*
- ***Goal C.2 Consistency with other Elements of General Plan:*** *Provide transportation facilities and services that are consistent with the land use and development goals, policies, and programs of the City General Plan.*
- ***Goal C.4 Land Use Compatibility:*** *Minimize the impact of existing and future roadway improvements on adjacent land uses by ensuring compatibility between land uses and transportation facilities.*
- ***Goal C.6 Alternative Modes of Transportation:*** *Provide for the development and use of alternative modes of transportation within an integrated system of transportation facilities.*

3.2.1.7.3 NOISE ELEMENT

The *City of Santa Maria General Plan Noise Element* sets forth goals and policies that regulate the city's existing and future noise environment to protect residents and employees from adverse noise effects. Excessive noise is known to have several adverse effects on humans, including, but not limited to, hearing loss, speech interference, sleep disruption, physiological responses, and annoyance. The Noise Element is intended to lay the regulatory framework to attain and maintain an ambient environment that is free of objectionable and excessive noise that may be harmful to surrounding receptors.

The Noise Element includes noise compatibility standards for noise exposure by land use. These include interior and exterior noise standards as shown in Table 3-1.

Table 3-1. 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 2009, Table N-4.

Goals and policies identified within the Noise Element that are relevant to the Revised Project, include, but are not limited to, the following:

- ***Goal N.1:*** *To protect present and future Santa Maria residents and workers from the harmful and annoying effects of exposure to excessive noise levels.*
    - ***Policy N.1.a - Overall Noise Control in Santa Maria:*** *Protect and enhance the quality of the City's noise environment by controlling noise at its source, along its transmission paths, and at the site of the ultimate receiver.*
    - ***Policy N.1.b - Location of New Noise Generators:*** *Regulate the placement and construction of new noise generators, to avoid excessive interior and exterior noise level impacts on adjacent noise sensitive properties; and of new noise receptors (such as housing and schools), to minimize the negative effects of local noise generation.*
    - ***Policy N.1.c - Noise Control with the Required Environmental Planning and Regulatory Process:*** *Control harmful or undesirable noise through the environmental planning and regulatory process with emphasis on noise/land use compatibility planning.*
    - ***Policy N.1.d - Explore New Measures to Address Existing and Future Transportation Noise:*** *Explore possible strategies to control vehicular noise generation that would reduce noise impacts on existing noise-sensitive land uses (residential and schools) located within the 60+ dB CNEL contour.*
- ***Goal N.2 - Protection of Economic Base:*** *To protect the economic base of the city by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.*
    - ***Policy N.2 Locate Noise-Sensitive Land Uses away from Noise producers:*** *Discourage the development of noise-sensitive land uses such as residential, hospitals and schools in areas designated for heavy commercial manufacturing, general industrial and agricultural uses which are considered to be major sources of noise.*

3.2.1.7.4 SAFETY ELEMENT

The *City of Santa Maria General Plan Safety Element* provides a guide for the protection of the community from risks associated with seismically and geologically induced hazards, flooding, wildland and urban fires, electromagnetic fields, oil wells/pumps, landfill gas migration, water pollution, aircraft safety, and hazardous materials. The Safety Element also describes the emergency response capabilities of the various disaster service agencies in the planning area.

Policies identified within the Safety Element that are relevant to the Revised Project, include, but are not limited to, the following:

- ***Policy 1:*** *Maintain and enforce applicable building codes and other appropriate regulations to minimize the loss of life and damage to structures during an earthquake or other geologic disaster.*
- ***Policy 2:*** *Continue to participate in the National Flood Insurance Program and continue to consult with the Santa Barbara County Flood Control District with regard to land use planning in flood prone areas and near the Santa Maria River Levee.*

- ***Policy 3:*** *Discourage construction of habitable structures in areas susceptible to wildland fires and assure the availability of adequate fire fighting capabilities.*
- ***Policy 5:*** *Continue to follow the regulations contained in the City's Petroleum Ordinance regarding existing oil field operations, and support the regulations of the California Division of Oil, Gas, and Geothermal Resources (CDOG) and the Santa Barbara County Environmental Health Divisi on regarding abandoned oil facilities.*
- ***Policy 8:*** *Maintain and enforce the Clear Zone and Airport Approach Overlay zoning regulations and continue to consult with the Santa Maria Public Airport District (SMPAD) and the County of Santa Barbara Airport Land Use Commission (ALUC) with regard to land use planning within the Airport Area of Influence.*

3.2.1.7.5 RESOURCES MANAGEMENT ELEMENT

The *City of Santa Maria General Plan Resources Management Element* (RME) is a comprehensive, long-range planning document that sets forth goals, policies, objectives, and programs to address the conservation and preservation of resources that are valuable to the City within its planning area. This element combines the state-required Conservation and Open Space Element and addresses the conservation, development, and utilization of natural resources; preservation and enhancement of archaeological and cultural resources of historical significance; and the public facilities, public services, private community services, and park and recreation facilities needed to meet the existing and future needs of the community.

Policies identified within the RME that are relevant to the Revised Project include, but are not limited to, the following:

- ***Policy 1:*** *Conserve and improve water resources to ensure an adequate supply of high quality water for all existing and future inhabitants in the Santa Maria Valley.*
- ***Policy 2:*** *Improve and maintain the quality of air to insure the health of all residents in the Santa Maria Valley by reducing mobile and stationary source air pollutant emissions through the use of efficient land use patterns, the implementation and promotion of alternative transportation modes and other transportation system management programs.*
- ***Policy 3:*** *Protect and preserve biological resources, and expand the urban forest within the Planning Area in order to enhance the quality of life in the Santa Maria Valley.*
- ***Policy 4:*** *Preserve and identify cultural and archaeological resources that define the historical significance of the City of Santa Maria and the Santa Maria Valley.*
- ***Policy 5:*** *Preserve agricultural lands for continued agricultural activities in the Santa Maria Valley.*
- ***Policy 6.2 - Energy Resources:*** *Promote the reduction of overall consumption of limited, non-renewable energy sources, the increase in the efficient use of energy, and the utilization of cost-effective, renewable sources of energy.*
- ***Policy 10.1.a(1):*** *Provide police and fire protection, library resources, solid waste disposal, and other municipal services which meet or exceed the existing and future needs of the residents in the service area.*
- ***Policy 13:*** *Ensure that the capacity of resources and infrastructure are not overburdened by growth.*

3.2.1.7.6 ECONOMIC DEVELOPMENT ELEMENT

The *City of Santa Maria General Plan Economic Development Element* was adopted in February 2004 and is intended to assess the specific economic challenges and opportunities of the city. The Economic Development Element provides an assessment of the state of the regional economy, the opportunities and threats posed by external trends and forces, the availability of partners and resources for economic development, an evaluation of the City's competitive advantages, and identified strategic directives.

Goals and policies identified within the Economic Development Element that are relevant to the Revised Project include, but are not limited to, the following:

- ***Goal:*** *To create more jobs and create jobs that pay higher salaries or compensation, thereby raising the standard of living for the citizens of Santa Maria.*
- ***Core Policy 1.*** *Effectively target the recruitment of commercial, industrial, and retail enterprises that best fit Santa Maria's market and infrastructure. Continue to identify target industries.*
- ***Core Policy 4.*** *Provide sufficient commercial/industrial sites that meet the size and location needs of prospects. To that end, unless the subject property clearly cannot be used for industrial purposes, suppress the rezoning of any sites from existing industrial zoning unless an equal or greater amount of land is zoned to an industrial classification prior to or during the zoning process.*

  The above policy shall be applied on a case-by-case basis and shall consider some or all of the following factors:

  a) The amount of industrially-zoned land (in acres) currently available at the time of the rezoning request that is readily available for construction.
  b) The land feasibility of the site for industrial development (due to such factors as the size and configuration of the parcel or remaining site area).
  c) Any county property approved by LAFCO for annexation which is prezoned to industrial and feasible for development.
  d) A Santa Maria Multiplier Impact rating at or above 2.11 and/or within one-half point of the average of all industries within the California RIMS II jobs multiplier.
  e) Additional factors may be considered as appropriate for the site being considered.

Table 3-2. Preliminary Policy Consistency Evaluation

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
Santa Barbara County Air Pollution Control District 2019 Ozone Plan		
Table 3-1. Santa Barbara County Growth Profiles Natural Gas Combustion emissions from Commercial land uses are anticipated to increase at a growth factor of 1.12 by the year 2025 and increase at a growth factor of 1.21 by the year 2035. Natural Gas Combustion emissions from Industrial land uses are anticipated to increase at a growth factor of 1.05 by the year 2025 and increase at a growth factor of 1.12 by the year 2035.	The intent of this data is to identify the growth assumptions of the Ozone Plan.	**Potentially Consistent.** The Revised Project would allow for future development of commercial, industrial, and detention basin uses. The future development of commercial and industrial uses would contribute to the anticipated growth of these industries reflected in the 2019 Ozone Plan.
Transportation Control Measure T-14 Activity Centers Consistent with the region's Sustainable Communities Strategy, TCM T-14 (Activity Centers) emphasizes transit-oriented development, smart growth, and complementary investments in a multi-modal transportation network, which will result in reductions of ozone precursor emissions.	The intent of this policy is to reduce overall vehicle miles traveled (VMT) and transportation congestion throughout the region through development of transit-oriented development and smart growth.	**Potentially Consistent.** The Revised Project would allow for future infill development and would provide neighborhood serving uses in proximity to existing residential uses and public transit stops, resulting in an overall decrease in regional VMT. See Section 4.3, Transportation, of this SEIR for further VMT analysis.
Fast Forward 2040 Regional Transportation Plan and Sustainable Communities Strategy		
Policy 1.1 Land Use The planning, construction, and operation of transportation facilities shall be coordinated with local land use planning and should encourage local agencies to: • Make land use decisions that adequately address regional transportation issues and are consistent with the RTP-SCS. • Promote better balance of jobs and housing to reduce long-distance commuting by means of traditional land use zoning, infill development, and other, unconventional land use tools, such as employer-sponsored housing programs, economic development programs, commercial growth management ordinances, average unit size ordinances and parking pricing policies. • Plan for transit-oriented development consistent with the RTP-SCS by concentrating residences and commercial centers in urban areas near rail stations, transit centers, and along transit development corridors and by designing and building "complete streets" serving all transportation modes that connect high-usage origins and designations. • Preserve open space, agricultural land and sensitive biological areas.	The intent of this policy is to coordinate transportation facility design and operation with land uses to reduce traffic-related impacts.	**Potentially Consistent.** The Revised Project would allow for future infill development that would provide local opportunities for employment for city residents and neighborhood-serving uses in proximity to existing residential uses and public transit stops. The Revised Project would preserve an area on-site for project stormwater retention with additional space for potential future expansion to accommodate a regional detention basin (if necessary). Evaluation of project environmental impacts is provided in Chapter 4, Environmental Impact Analysis.

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
• Identify, minimize and mitigate adverse environmental impacts and, in particular, require mitigation of traffic impacts of new land development through on-site and related off-site improvements for all modes of transportation, including incentives to encourage the use of alternative transportation modes.		
Policy 1.2 Air Quality Transportation planning and projects shall be designed to: • Lead to reductions in greenhouse gas and criteria pollutant emissions, consistent with the air quality goals of the region, including targets for greenhouse gas emissions from passenger vehicles in 2020 and 2035 as required by Senate Bill 375. • Be in conformity with the Air Pollution Control District Clean Air Plan and the State Implementation Plan (SIP) and meet the National Ambient Air Quality Standards as required by the federal Clean Air Act.	The intent of this policy is to reduce regional mobile-source greenhouse gas (GHG) emissions.	**Potentially Consistent.** The Revised Project would have the potential to result in a cumulatively considerable impact associated with mobile-source GHG emissions. Mitigation has been identified to require implementation of on-site GHG emissions reduction measures, all buildings on-site be served by a clean energy service provider, and purchase of carbon offset credits to achieve the necessary reductions below the established efficiency thresholds, if necessary and to ensure project consistency with applicable state, regional, and local plans and policies designed to reduce GHG emissions. See Section 4.1, Air Quality, Greenhouse Gas Emissions, and Energy for a detailed evaluation of the Revised Project's GHG emissions impacts.
Policy 1.3 Alternative Fuels and Energy Transportation planning and projects shall: • Encourage the use of alternative fuels, and the application of advanced transportation and energy technologies to reduce vehicular emission production and energy consumption. • Promote renewable energy and energy conservation, consistent with applicable federal, state, and local energy programs, goals, and objectives.	The intent of this policy is to encourage use of clean energy sources.	**Potentially Consistent.** Mitigation has been identified to ensure project consistency with applicable state, regional, and local plans and policies designed to reduce GHG emissions, including provision of electric vehicle (EV) charging stations on-site. Future development of the project site would also be required to be constructed in full compliance with the California Building and Energy Codes, which include green building practices to maximize building energy efficiency. Lastly, future development would likely be served by Central Coast Community Energy (CCCE), which provides 100% renewable energy generated solely from solar and wind power. See Section 4.1, Air Quality, Greenhouse Gas Emissions, and Energy, for a detailed evaluation of the Revised Project's energy impacts.
Policy 2.3 Alternative Transportation Modes Transportation planning and projects shall: • Encourage alternatives to single-occupancy vehicle trips and the use of alternative transportation modes to reduce vehicle miles travelled and increase bike, walk, and transit mode share. • Provide for a variety of transportation modes and ensure connectivity within and between transportation modes both within and outside the Santa Barbara region. Alternative	The intent of this policy is to encourage use of alternative transportation modes.	**Potentially Consistent.** Mitigation has been identified to ensure project consistency with applicable state, regional, and local plans and policies designed to reduce GHG emissions, including provision of an interconnected pedestrian and bicycle infrastructure network and provision of a Park & Ride facility on-site to promote alternatives to single-occupancy vehicle trips. See Section 4.1, Air Quality, Greenhouse Gas Emissions, and Energy, for a detailed evaluation of the Revised Project's GHG emissions impacts.

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
mode planning and projects shall be compatible with neighboring regions' transportation systems. • Plan and provide for ancillary support facilities for alternative transportation, such as bicycle parking. • Promote inter-regional commuter transit and rail service. • Promote local and inter-city transit. • Work to complete the California Coastal Trail through provision and implementation of trail segments and connections in coordination with the California State Coastal Conservancy, California Department of Parks and Recreation, California Coastal Commission, Caltrans, and other agencies.		
Policy 5.2 Support Business and Local Investment The RTP-SCS shall: • Promote a mix of land uses responsive to the needs of businesses, including agriculture and tourism. • Support investment by businesses in local communities. • Encourage the creation of high-paying jobs, especially in areas with an imbalance of housing relative to jobs.	The intent of this policy is to diversify and strengthen the local economy.	**Potentially Consistent.** The Revised Project would allow for the future development of commercial, industrial, and public facility uses that would provide local opportunities for employment within the city.
Water Quality Control Plan for the Central Coastal Basin (Basin Plan)		
3.2 Anti-Degradation Policy Wherever the existing quality of water is better than the quality of water established herein as objectives, such existing quality shall be maintained unless otherwise provided by the provisions of the State Water Resources Control Board Resolution No. 68-16, "Statement of Policy with Respect to Maintaining High Quality of Waters in California," including any revisions thereto.	The intent of this policy is to maintain good water quality of existing bodies of water.	**Potentially Consistent.** The project site does not contain any existing surface water features and future development of the site would include stormwater drainage controls in compliance with state and local regulations.
Santa Barbara County Airport Land Use Plan (1993 ALUP)		
Airport Noise Restrictions Compatible land uses within the 65 dB noise contour include agriculture, airport property, industrial property, commercial property zoned open space, high rise apartment with proper noise insulation together with central air conditioning (exterior noise to be attenuated to assure that the interior noise level does not exceed 45 dB during aircraft operations), and property subject to aviation easement for noise. Residential structures located within a CNEL contour of 60 dB require an acoustical analysis showing that the structure has been designed	The intent of this policy is to avoid land use conflicts due to airport noise.	**Potentially Consistent.** The project site is located outside of both the 65-decibel (dB) noise contour and the 60 dB noise contour of the Santa Maria Airport and would not allow for the future development of residential uses on-site.

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
to limit intruding noise to not more than 45 dB CNEL in any habitable room.		
Building Height Restrictions All uses shall comply with the FAA Federal Aviation Regulations Part 77 "Objects Affecting Navigable Airspace" which sets forth criteria for preservation of navigable airspace in the area of airport traffic patterns. The navigable airspace in Safety Area 2 begins at 150 feet above the established airport elevation.	The intent of this policy is to maintain safe navigable airspace around airports.	**Potentially Consistent.** Future development within the project site would be required to comply with applicable *City of Santa Maria Zoning Ordinance* standards pertaining to maximum building height. The Zoning Ordinance applies more rigorous standards than the standards imposed by the Federal Aviation Administration (FAA) Federal Aviation Regulations (FAR) (Santa Barbara Council of Associated Governments [SBCAG] 1993). Therefore, through compliance with the City's zoning standards, future development within the project site would not conflict with this policy.
Airport Safety Land Use Restrictions Certain land uses and activities within the approach and clear zones which extend from the end of the runways may distract or cause confusion to the pilots of landing aircraft and thus may add materially to the hazard within these areas and therefore should be avoided. These uses include: • Any use which would direct a steady light or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a straight fine approach toward a landing at an airport, other than an FAA approved navigational signal light or visual approach slope indicator (VASI). • Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a straight final approach toward a landing at an airport. • Any use which would generate smoke or which may otherwise affect safe air navigation within this area. • Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or airport instrumentation.	The intent of this policy is to ensure the safety of airport operations and surrounding land uses.	**Potentially Consistent.** Future development of the project site would be reviewed for consistency with these policies by City staff through the development review process. Exterior lighting within the Specific Plan area is required to be arranged and/or hooded so as to not make it difficult for pilots to distinguish between airport lights and other lights, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the Airport, or otherwise endanger the landing, takeoff, or maneuvering of aircraft, other than for FAA-approved navigational aids. Based on the proposed zoning and Conceptual Development Plan, the Revised Project would not result in the development of future uses that would require reflective building materials, generate smoke, or generate electrical interference for aircraft and/or airport instrumentation.
Safety Zone 2 Airport Land Use Compatibility Standards Within Safety Area 2 (Approach Zone), the ALUC defines incompatible land uses as follows: • All residential construction within 1 mile of the runway end except new single-family residence construction on existing recorded parcels and rebuilding and alteration which will not increase density.	The intent of this policy is to avoid compatibility conflicts and safety hazards within proximity an airport.	**Potentially Consistent.** While no residential zoning or uses are proposed as part of the Revised Project, the proposed zoning could allow for the future development of residential uses under the City's Mixed-Use Ordinance. Based on the Land Use Guidelines for Safety Compatibility table provided in the 1993 ALUP, the only compatible residential use within Safety Zone 2 would be single-family residential uses. The project would allow for the future development of land uses, which would potentially

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
• Non-residential uses within 1 mile of the runway end which would result in large concentrations of people such as, but not limited to, shopping centers, schools, hospitals, or stadiums. • Hazardous installations such as oil or gas storage.		result in large concentrations of people in Safety Zone 2 within 1 mile of the runway end. Mitigation has been identified to require all future proposed development to be designed consistent with the applicable airport land use plan adopted at the time of building permits application. While the Conceptual Development Plan includes a gas station, the plan identifies this potential future use in an area outside of Safety Zone 2 and would therefore not conflict with this policy, should a similar use ultimately be proposed for development. Consistency would be further ensured through compliance with current FAA regulations and implementation of Mitigation Measure LU/mm-1.1.
Draft Santa Maria Airport Land Use Compatibility Plan		
3.2.2 Measures of Noise Compatibility The criteria in Table 3-1 indicate the maximum acceptable airport-related noise levels, measured in terms of CNEL, for residential and a range of nonresidential land uses.	The intent of this policy is to identify compatible land uses based on airport noise exposure.	**Potentially Consistent.** The project site is located outside of the 60–65 dB Community Noise Equivalent Level (CNEL) airport noise contour and would not allow for the future development of any uses that would not be classified as compatible within the 55–60 dB CNEL airport noise contour based on Table 3-1 of the Draft Santa Maria Airport Land Use Compatibility Plan (ALUCP).
3.2.3 Acceptable Noise Levels for Specific Types of Land Use Actions a. The urban threshold for evaluation is the projected 55 dB CNEL contour. All land uses located outside these contours are consistent with the noise compatibility policies. b. The maximum airport-related noise level considered compatible for new residential development in the environs of the urban Airports is 65 dB CNEL. **c.** The compatibility of new nonresidential development with Airport-related noise levels in indicated in Table 3-1. Land uses not specifically listed shall be evaluated using criteria for similarly listed uses, as determined by the ALUC.	The intent of this policy is to avoid land use conflicts due to airport noise exposure.	**Potentially Consistent.** The project site is located outside of the 60–65 dB CNEL airport noise contour and would not facilitate future development of any uses that would not be compatible within the 55–60 dB CNEL airport noise contour based on Table 3-1 of the ALUCP.
3.2.5 Interior Noise Levels Land uses for which indoor activities may be easily disrupted by noise shall be required to comply with the interior noise level criteria, as indicated in Table 3-1.	The intent of this policy is to avoid adverse interior noise impacts due to airport noise exposure.	**Potentially Consistent.** The project site is located outside of the 60–65 dB CNEL airport noise contour. Based on current California Building Code (CBC) standards, residential buildings typically achieve outdoor to indoor noise reductions of at least 20 dB. Therefore, future development of office, retail, or other noise-sensitive indoor spaces would experience interior noise levels of less than 40 dB, which is below the maximum interior noise level of 50 dB as set forth in Table 3-1 of the ALUCP.

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
3.3.1 Evaluating Safety Compatibility for New Development The safety compatibility of proposed land use actions within the AIA of the Santa Maria Airport shall be evaluated in accordance with the policies set forth in this section, in Table 3-2 and the safety zones depicted in Chapter 4.	The intent of this policy is to avoid safety hazards associated with proximity to airport operations.	**Potentially Consistent.** Based on the proposed zoning standards, the Revised Project may allow for the future development of incompatible uses within the areas of the project site located within Safety Zones 2 and 3, such as large eating/drinking establishments in free-standing building, public emergency services facilities, and public inmate facilities. However, based on the overall size of the property and relatively small area located within these safety zones, these uses, if proposed, would be accommodated in areas located outside of the airport safety zones, consistent with these requirements. Consistency would be further ensured through compliance with current FAA regulations and implementation of Mitigation Measure LU/mm-1.1.
3.3.5 Nonresidential Development Criteria. b. Evaluation of the compatibility of a proposed nonresidential land use action shall be made using the land use types listed in Figures 3-3 through 3-5. 1. Proposed development for which no land use type is listed shall be evaluated by ALUC staff using a comparable land use identified in the table. The appropriate evaluation criteria for any proposed land use shall be determined by ALUC staff.	The intent of this policy is to avoid safety hazards associated with proximity to airport operations for nonresidential uses.	**Potentially Consistent.** While the Revised Project does not include any specifically proposed development, it would allow for the future development of a stormwater detention basin that would be a potential wildlife attractant. Based on Figure 3-3 of the ALUCP, projects that potentially include wildlife attractants are required to consult with the FAA and airport operators. In addition, the basin would be required to be designed and constructed to comply with the applicable standards set forth in the *Santa Maria Airport Wildlife Hazard Management Plan* (WHMP) (Santa Maria Airport District 2017) and *Advisory Circular 150/5200 33B, Hazardous Wildlife Attractants On or Near Airports* (AC 150/5200 33B) (FAA 2007) for new detention basins to ensure that the basin would not retain standing water in a manner that would attract birds or other wildlife.
3.3.12 Risk Reduction Design Features (Urban Only) a. Buildings that incorporate the special risk reduction design features listed below are allowed maximum usage intensities as follows: – Within Safety Zone 2: up to 75 people per acre – Within Safety Zone 3: up to 150 people per acre – Within Safety Zone 4: up to 150 people per acre – Within Safety Zone 5: up to 225 people per acre b. To qualify for the risk reduction intensity bonus, a building must have: 1. A zoned automatic fire sprinkler system; and 2. Any two of the following four features:	The intent of this policy is to allow for increased intensities in airport safety zones if additional safety precautions are implemented.	**Potentially Consistent.** While the Revised Project does not include any specifically proposed development, it would allow for the future development of land uses that may include risk reduction design features to allow for increased density allowed within Safety Zone 2 or Safety Zone 3. Future development on-site would be reviewed for consistency with this policy and consistency would be further ensured through compliance with current FAA regulations and implementation of Mitigation Measure LU/mm-1.1.

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▪ One-hour construction (including interior partitions, structural walls, roofs, and floors); ▪ At least one additional exit beyond CBC requirements; ▪ An upgraded roof strength beyond CBC requirements and no skylights; ▪ Concrete or reinforced masonry exterior walls or other strengthening techniques approved by the local agency.		
3.4.4 ALUC Airspace Obstruction Criteria a. Except as provided in Paragraphs (b) and (c) of this policy, no object, including a mobile object such as a vehicle or temporary object such as a construction crane, shall have a height that would result in penetration of the airspace protection surfaces depicted for Santa Maria Airport in Chapter 4. Any object that penetrates one of these surfaces is, by FAA definition, deemed an obstruction.	The intent of this policy is to define and avoid obstructions into airspace protection areas to ensure safe airport operations.	**Potentially Consistent.** Chapter 4 identifies airspace protection surfaces beginning at the 150-foot elevation. Future development of the project site would be reviewed for consistency with this policy through the City development review process to ensure no new obstructions into the airspace protection area would occur. Consistency would be further ensured through compliance with current FAA regulations and implementation of Mitigation Measure LU/mm-1.1.
3.4.5 Other Flight Hazards Land uses that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at each Airport shall be allowed within the AIA only if the uses are consistent with FAA rules and regulations. **Specific Characteristics to be avoided include:** 1. Sources of glare (such as from mirrored or other highly reflective buildings or building features) or bright lights (including search lights and laser light displays); 2. Distracting lights that could be mistaken for airport lights; 3. Sources of dust, steam, or smoke that may impair pilot visibility; 4. Sources of electrical interference with aircraft communications or navigation; and 5. Any proposed use that creates an attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to, Advisory Circular 150/5200 33B, Hazardous Wildlife Attractants On or Near Airports. Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight.	The intent of this policy is to avoid hazards that may endanger the safety of aircraft occupants and occupants of land uses within proximity to the airport.	**Potentially Consistent.** Future development of the project site would be required to demonstrate compliance with these policies and compliance would be confirmed by City staff through the development review process. Based on the proposed zoning designations and Conceptual Development Plan**,** the Revised Project would allow for the future development of a detention basin on-site. If proposed, the detention basin would be required to be designed and constructed to comply with the applicable standards set forth in the Santa Maria Airport WHMP and AC 150/5200 33B for new detention basins to ensure that the basin would not form standing water or otherwise attract birds or other wildlife. Consistency would be further ensured through compliance with current FAA regulations and implementation of Mitigation Measure LU/mm-1.1.

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
City of Santa Maria Airport Business Park Specific Plan		
4.1.1 Light Manufacturing (M-1) Zone Standards and Allowed Uses f. **Maximum Building Height.** No building or structure erected in this zone shall have a height greater than sixty (60) feet, unless so authorized by the Zoning Administrator, who shall include recommendations from the Airport District General Manager. The ability to achieve this maximum height is controlled by the floor area ratio applicable to sites within each specific planning area. h. **Screening.** 1. Install a solid masonry wall not less than six (6) feet in height along the perimeter of all areas when, by reason of the conditions on the property or physical hazards, are considered by the Planning Commission to be dangerous to the public health or safety. 2. A solid fence or wall shall be erected surrounding the area devoted to open storage. No material shall be stored to a height greater than the height of the required wall or fence, unless authorized by the zoning administrator upon his finding that unique circumstances apply to the particular property or development proposed which justify an exception and which, if allowed, will nevertheless be compatible with adjoining properties. m. **Special Design Standards.** The following special performance standards apply to development adjacent to or on the Santa Maria Public Airport: 1. No use may be made of land within this zone in such a manner as to generate electrical interference that may be detrimental to the operation of aircraft and/or airport instrumentation. Lights within the zone must be so arranged, or hooded, so as not to make it difficult for pilots to distinguish between airport lights and other lights, resulting in glare in the eyes of pilots using the Airport, impairing visibility in the vicinity of the Airport, or otherwise endangering the landing, takeoff or maneuvering of aircraft, other than for FAA-approved navigational aids. 2. No object or structure may be erected, nor any natural growth be allowed, to penetrate any imaginary surface defined in Federal Aviation Regulation Part 77, Section 77.25.	The intent of this policy is to identify the standards for uses within the Light Manufacturing (M-1) zoning designation in the Specific Plan.	**Potentially Consistent.** Future development located within the proposed M-1 zoning designation would be designed to comply with the applicable site design standards and would be reviewed for consistency through the development permit process.

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
4.1.3 Airport Commercial District (C-3) Zone Standards and Allowed Uses g. **Maximum Building Height.** No building or structure in this zone shall have a height greater than sixty (60) feet in height, unless so authorized by the Zoning Administrator, who shall include recommendations from the Airport District General Manager. The ability to achieve this maximum height is controlled by the floor area ratio applicable to sites within each specific planning area. i. **Screening.** 1. Install a solid decorative masonry wall not less than six (6) feet in height along the perimeter of all areas when, by reason of the conditions on the property or physical hazards, are considered by the Planning Commission to require screening. 2. A solid fence or wall shall be erected surrounding the area devoted to open storage. No material shall be stored to a height greater than the height of the required wall or fence. n. **Special Design Standards.** The following special performance standards apply to development adjacent to or on the Santa Maria Public Airport: 1. No use may be made of land within this zone in such a manner as to generate electrical interference that may be detrimental to the operation of aircraft and/or airport instrumentation. Lights within the zone must be so arranged, or hooded, so as not to make it difficult for pilots to distinguish between airport lights and other lights, resulting in glare in the eyes of pilots using the Airport, impairing visibility in the vicinity of the Airport, or otherwise endangering the landing, takeoff or maneuvering of aircraft, other than for FAA-approved navigational aids. 2. No object or structure may be erected, nor any natural growth be allowed, to penetrate any imaginary surface defined in Federal Aviation Regulation Part 77, Section 77.25.	The intent of this policy is to identify the standards for uses within the Airport Commercial District (C-3) zoning designation in the Specific Plan.	**Potentially Consistent.** Future development located within the proposed C-3 zoning designation would be designed to comply with the applicable site design standards and would be reviewed for consistency through the development permit process.
4.1.5 Open Space (OS) Zone Standards and Allowed Uses f. **Screening.** 1. A solid fence or wall shall be erected surrounding the area devoted to open storage, physical hazards, or by reason of the conditions on the property. No material shall be stored to a height greater than the height of the required wall or fence, unless authorized by the zoning	The intent of this policy is to identify the standards for uses within the Open Space (OS) zoning designation in the Specific Plan.	**Potentially Consistent.** Future development located within the proposed OS zoning designation would be designed to comply with the applicable site design standards and would be reviewed for consistency through the development permit process.

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
administrator upon his finding that unique circumstances apply to the particular property or development proposed which justify an exception and which, if allowed, will nevertheless be compatible with adjoining properties. 2. All screening shall be landscaped. g. **Special Design Standards.** The following special performance standards apply to development adjacent to or on the Santa Maria Public Airport: 1. No use may be made of land within this zone in such a manner as to generate electrical interference that may be detrimental to the operation of aircraft and/or airport instrumentation. Lights within the zone must be so arranged, or hooded, so as not to make it difficult for pilots to distinguish between airport lights and other lights, resulting in glare in the eyes of pilots using the Airport, impairing visibility in the vicinity of the Airport, or otherwise endangering the landing, takeoff or maneuvering of aircraft, other than for FAA-approved navigational aids. 2. No object or structure may be erected, nor any natural growth be allowed, to penetrate any imaginary surface defined in Federal Aviation Regulation Part 77, Section 77.25.		
4.1.6 Planned Development (PD) Overlay a. **Purpose.** The requirements and procedures set forth in this chapter are designed and intended to be applied in such a manner as to provide maximum design flexibility to the property owner or developer, yet allow the City to retain control over design features and arrangements of uses within the project. The "PD" designation may combine with the various zones called out in the provisions of this Specific Plan. b. The development plan process is established in order to promote orderly, attractive and harmonious development within those areas covered by a planned development overlay district. Any development proposal pursuant to the planned development overlay district and primary zoning designation shall be subject to first receiving approval of a Planned Development Permit plan from the Planning Commission of the City as provided in the Zoning Ordinance.	The intent of this policy is to identify the standards for uses within the Planned Development (PD) zoning overlay designation in the Specific Plan.	**Potentially Consistent.** Future development located within the proposed PD zoning overlay designation would be designed to comply with the applicable site design standards and would be reviewed for consistency through the development permit process.

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
City of Santa Maria General Plan Land Use Element		
Policy L.U.1: Balanced Land Use Mix Establish and maintain a balanced mix of land uses to meet the present and future demands of the community.	The intent of this policy is to balance land uses within the community	**Potentially Consistent.** The project would allow for the future development of commercial, industrial, public facility, and detention basin uses in an area previously zoned for just public facilities and detention basin uses. The project is intended to serve the local community.
Policy L.U.4: Inducements to Attract Industry and Commerce The City should utilize a variety of techniques and tools to induce clean, employment-generating commerce and industry. Such techniques could include: (1) long-range strategic plans focusing on commercial and industrial types, location, and the costs/benefits to the City, (2) a City liaison acting between local employers, and the community college to encourage continued job training for those skills important to local employers, (3) Specific Plan development enabling the City to meet industrial and commercial needs, (4) maintain close coordination with the Chamber of Commerce and the Economic Development Association, and (5) creation and preservation of affordable housing.	The intent of this policy is to encourage development that would attract new industry and commerce uses.	**Potentially Consistent.** The project would allow for the future development of commercial and industrial uses that would contribute to the local economy.
Policy L.U.8: Communication Continue to coordinate planning efforts among the various City departments and agencies, property owners, residents, and special districts.	The intent of this policy is to encourage ongoing communication between the City and various stakeholders.	**Potentially Consistent.** City planning staff have coordinated with the City Public Works Department and Utilities Department, the Santa Maria Airport District (Airport District), Santa Barbara County Flood Control District, SBCAG, and U.S. Fish and Wildlife Service (USFWS), as well as facilitated public involvement through the Initial Study/Notice of Preparation (IS/NOP) review and scoping meeting process.
Policy L.U.10b. Neighborhood Commercial Centers Design neighborhood commercial centers so they serve the needs of surrounding residents.	The intent of this policy is to encourage commercial centers to serve local residents' needs.	**Potentially Consistent.** The project would allow for the development of locally serving commercial uses, including, but not limited to, grocery, appliance stores, medical offices, and mini-mart uses in proximity to existing residential neighborhoods.
Policy L.U.11: Jobs and Housing Assure that a balance of land use between the employment generating commercial and industrial uses, and residential development is achieved.	The intent of this policy is to encourage land uses that achieve a balance between jobs and housing.	**Potentially Consistent.** The project would allow for the future development of commercial, industrial, and public facility uses that would provide employment opportunities for local residents and help maintain the balance between jobs and housing within the community.

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
City of Santa Maria General Plan Circulation Element		
Policy C.1.a. Acceptable Levels of Service The City shall maintain an acceptable peak-hour level of service on all arterials and collectors and at signalized intersections. Service Level "D" on all roadways and at all signalized intersections shall be the levels maintained.	The intent of this policy is to maintain adequate levels of traffic congestion along city roadways and intersections.	**Potentially Consistent.** Based on the Transportation Impact Study prepared for the Revised Project, the Revised Project would have the potential to result in a reduction to level of service (LOS) F at the Union Valley Parkway/Foxenwood Lane intersection during peak hours. In accordance with current State CEQA Guidelines Section 15064.3, potential degradation of LOS no longer constitutes a potentially significant impact under CEQA. Therefore, potential impacts associated with LOS and consistency with this policy will be addressed through conditions of approval and the development permit process.
Policy C.1.c. Parking Sufficient parking facilities shall be provided for all land uses by requiring new developments to provide parking to meet their needs on-site or within close proximity to their sites except within the boundary of the Downtown Specific Plan.	The intent of this policy is to maintain sufficient parking for development within the city.	**Potentially Consistent.** Future development of the project site would be required to include off-street parking spaces in accordance with the standards set forth in City Zoning Ordinance Section 12-32.03. Based on the proposed Conceptual Development Plan, the project would provide sufficient parking area on-site.
Policy C.2.e. Intersection and Interchange Improvements In order to meet the projected travel demands, the following interchange reconstruction and intersection improvements shall be constructed in accordance with the standards established by the City Engineer. • Widen and reconstruct the following interchanges; – Route 135/Broadway/U.S. Highway 101 – Route 166/U.S. Highway 101 • Construct a new interchange at the following locations; – McCoy Lane/U.S. Highway 101 – Route 135/Union Valley Parkway (may be an at-grade signalized intersection) • Blosser/Stowell Road. Add Northbound (NB) right-turn lane and Eastbound (EB) left-turn lane. • Route 135 (Broadway)/McCoy Lane. Add Southbound left-turn lane, widen EB approach to provide a left-turn lane, 2 through lanes and a separate right-turn lane, add Westbound (WB) through lane. • Route 135/Foster Road. Add a NB through lane, SB through lane, EB and WB left-turn lanes. • Route 135/Skyway Drive. Add NB through lane, SB through lane, and EB left-turn lane.	The intent of this policy is to identify intersection improvements that are needed within the city.	**Potentially Consistent.** Based on the Transportation Impact Study prepared for the Revised Project, the Revised Project would have the potential to result in a reduction to LOS F at the Union Valley Parkway/Foxenwood Lane intersection during peak hours. In accordance with current State CEQA Guidelines Section 15064.3, potential degradation of LOS no longer constitutes a potentially significant impact under CEQA. Therefore, potential impacts associated with LOS and consistency with this policy will be addressed through conditions of approval and the development permit process.

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
• Stowell Road/College Drive. Lengthen the WB left-turn lane at the Intersection. • Install traffic signals at the intersections identified in the Circulation Plan.		
Policy C.4.a Location of Noise-Sensitive Land Uses Locate noise-sensitive land uses such as residences, hospitals and schools away from heavily-traveled arterials whenever possible. However, these uses may be located along heavily-traveled arterials within the Downtown Specific Plan when designed in accordance with the Noise Element of the General Plan.	The intent of this policy is to avoid land use conflicts through location of noise-sensitive uses away from mobile sources of loud noise.	**Potentially Consistent.** The project would result in future development of commercial and industrial uses (e.g., self-storage facility) and does not propose noise-sensitive uses (e.g., residences, hospitals, schools) near heavily traveled roadways.
Policy C.6.d.1 Air Transportation To support air transportation, provide that land uses surrounding the Santa Maria Public Airport are compatible with existing and future airport operations.	The intent of this policy is to encourage development of compatible uses within proximity to the Santa Maria Public Airport uses.	**Potentially Consistent.** The project has been designed to be consistent with the applicable standards within the adopted Santa Maria Airport Land Use Plan (ALUP) and would be subject to review and approval by the ALUC if any modification of the adopted ALUP standards were proposed.
City of Santa Maria General Plan Noise Element		
Goal N.1: To protect present and future Santa Maria residences and workers from the harmful and annoying effects of exposure to excessive noise levels.	The intent of this goal is to protect people from harmful noise levels.	**Potentially Consistent.** Construction activities associated with future development of the project site would have the potential to exceed exterior noise-level thresholds set forth in the *City of Santa Maria General Plan Noise Element* (City of Santa Maria 2009). Mitigation measures identified for noise management within the 2007 Certified EIR would be applied to the project (as updated to be consistent with the current City Municipal Code requirements) and would reduce construction noise levels below Noise Element thresholds. These measures are detailed in the project IS/NOP (see Appendix A). The Conceptual Development Plan does not propose excessive noise-generating uses or noise-sensitive uses. Based on an evaluation of project traffic generation, distance to sensitive land uses, and existing sound wall infrastructure, the project would not result in the exceedance of Noise Element thresholds during operation. In addition, future development would be evaluated for consistency with Noise Element and Municipal Code requirements prior to approval of construction permits.
Policy N.1.a: Protect and enhance the quality of the City's noise environment by controlling noise at its source, along its transmission paths, and at the site of the ultimate receiver.	The intent of this policy is to protect and enhance the City's noise environment.	**Potentially Consistent.** Construction activities associated with future development of the project site would have the potential to exceed exterior noise-level thresholds set forth in the Noise Element. Mitigation measures identified for noise management within the 2007 Certified EIR would be applied to the project (as updated to be consistent with the current City Municipal Code requirements) and would reduce construction noise levels below

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
		Noise Element thresholds. The Conceptual Development Plan does not propose excessive noise-generating uses or noise-sensitive uses. Based on an evaluation of project traffic generation, distance to sensitive land uses, and existing sound wall infrastructure, the project would not result in the exceedance of Noise Element thresholds during operation. In addition, future development would be evaluated for consistency with Noise Element and Municipal Code requirements prior to approval of construction permits.
Policy N.1.b: Regulate the placement and construction of new noise generators, to avoid excessive interior and exterior noise impacts on adjacent noise sensitive properties; and of new noise receptors (such as housing and schools), to minimize the negative effects of local noise generation.	The intent of this policy is to avoid exposing people to harmful noise levels through location of incompatible land uses.	**Potentially Consistent.** Construction activities associated with future development of the project site would have the potential to exceed exterior noise-level thresholds set forth in the Noise Element. Mitigation measures identified for noise management within the 2007 Certified EIR would be applied to the project (as updated to be consistent with the current City Municipal Code requirements) and would reduce construction noise levels below Noise Element thresholds. These measures are detailed in the project IS/NOP. The Conceptual Development Plan does not propose excessive noise generating uses or noise sensitive uses. Based on an evaluation of project traffic generation, distance to sensitive land uses, and existing sound wall infrastructure, the project would not result in the exceedance of Noise Element thresholds during operation. In addition, future development would be evaluated for consistency with Noise Element and Municipal Code requirements prior to approval of construction permits.
Policy N.1.c: Control harmful or undesirable noise through the environmental planning and regulatory process with emphasis on noise/land use compatibility planning.	The intent of this policy is to limit harmful noise exposure through appropriate regulatory controls.	**Potentially Consistent**. The project's potential to exceed noise thresholds set forth in the Noise Element have been evaluated in the IS/NOP. With implementation of mitigation measures identified in the 2007 Certified EIR, the project would be consistent with this Noise Element policy and future development would be evaluated for consistency with Noise Element and Municipal Code requirements prior to approval of construction permits.
Policy N.1.d: Explore possible strategies to control vehicular noise generation that would reduce noise impacts on existing noise-sensitive land uses (residential and schools) located within the 60+ dB CNEL contour.	The intent of this policy is to reduce mobile noise generation impacts.	**Potentially Consistent**. A doubling of existing vehicle trips on a roadway is a common standard threshold for when an increase in vehicular noise would be detectable by humans. Based on the trip generation analysis prepared for the project and an analysis of existing roadway vehicle counts on surrounding roadways, the project would not double existing traffic and, therefore, would not generate enough vehicle trips to result in a detectable or significant noise impact.

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
Goal N.2: To protect the economic base of the city by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.	The intent of this policy is to reduce land use conflicts due to noise generation.	**Potentially Consistent**. The Conceptual Development Plan does not propose excessive noise-generating uses or noise-sensitive uses. Based on the trip generation prepared for the project, an analysis of existing roadway vehicle counts on surrounding roadways, and existing sound wall infrastructure in the project vicinity, the project would not result in a substantial amount of noise during operation. The project proposes infill, neighborhood-serving development consistent with the Approved Specific Plan and this policy. The Revised Project does not propose noise-sensitive land uses that would encroach upon existing noise-producing uses.
Policy N.2: Discourage the development of noise-sensitive land uses such as residential, hospitals and schools in areas designated for heavy commercial manufacturing, general industrial and agricultural uses which are considered to be major sources of noise.	The intent of this policy is to reduce land use conflicts due to noise generation.	**Potentially Consistent.** Based on the trip generation prepared for the project, an analysis of existing roadway vehicle counts on surrounding roadways, and existing sound wall infrastructure in the project vicinity, the project would not result in a substantial amount of noise during operation and is not located directly adjacent to any noise-sensitive land uses (e.g., residences, schools, etc.).
City of Santa Maria General Plan Safety Element		
Policy 1: Maintain and enforce applicable building codes and other appropriate regulations to minimize the loss of life and damage to structures during an earthquake or other geologic disaster.	The intent of this policy is to minimize risk of damage during seismic or other geologic events.	**Potentially Consistent.** The project would allow future development that would be subject to review for consistency with current building code standards through the development permit and building permit process.
Policy 2: Continue to participate in the National Flood Insurance Program and continue to consult with the Santa Barbara County Flood Control District with regard to land use planning in flood prone areas and near the Santa Maria River Levee.	The intent of this policy is to minimize risk associated with flooding.	**Potentially Consistent.** The project site is located in an area of minimal flood hazard. The project would include new zoning to allow for the development of a detention basin that would be designed to accommodate runoff from the project site, as well as provide space for expansion to accommodate runoff from surrounding areas (if necessary and permitted) in compliance with applicable state and local standards.
Policy 3: Discourage construction of habitable structures in areas susceptible to wildland fires and assure the availability of adequate fire-fighting capabilities.	The intent of this policy is to minimize risk of loss of life and structural damage due to wildfires.	**Potentially Consistent.** The project proposes infill development and would not be located in an area known to be susceptible to wildland fires. Future development of the site would be required to be designed and operated in accordance with applicable state and local fire code standards.
Policy 5: Continue to follow the regulations contained in the City's Petroleum Ordinance regarding existing oil field operations, and support the regulations of the California Division of Oil, Gas, and Geothermal Resources (CDOG) and the Santa Barbara County Environmental Health Division regarding abandoned oil facilities.	The intent of this policy is to minimize risks associated with the historical oil and gas development that occurred within the city.	**Potentially Consistent.** Based on the Department of Conservation's Well Finder database, the project site does not contain any active or abandoned oil or gas wells.

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
Policy 8: Maintain and enforce the Clear Zone and Airport Approach Overlay zoning regulations and continue to consult with the Santa Maria Public Airport District (SMPAD) and the County of Santa Barbara Airport Land Use Commission (ALUC) with regard to land use planning within the Airport Area of Influence.	The intent of this policy is to minimize risks associated with airport operations.	**Potentially Consistent.** The City and Airport District have coordinated with SBCAG/ALUC through the planning process. The project has been designed to be consistent with the applicable standards within the adopted Santa Maria ALUP and would be subject to review and approval by the ALUC if any modification of the adopted ALUP standards were proposed.
City of Santa Maria General Plan Resource Management Element		
Policy 1: Conserve and improve water resources to ensure an adequate supply of high quality water for all existing and future inhabitants in the Santa Maria Valley.	The intent of this policy is to ensure a clean water supply for existing and future city inhabitants.	**Potentially Consistent.** Future development would be designed in compliance with state and local stormwater control measures to ensure adequate retention and treatment of stormwater runoff. All fuel-dispensing facilities, such as the conceptually proposed gas station, would be required to be constructed and operated in accordance with the CBC, California Plumbing Code, and California Fire Code. The project is not in proximity to surface waters that could be impacted by project development and does not propose uses that would affect groundwater quality. The City utilizes the following available water supply sources: local groundwater, purchased water from the California State Water Project, associated return flows recaptured from the Santa Maria Groundwater Basin, assigned rights to water from the Santa Maria Groundwater Basin, and assigned rights to augmented yield from Twitchell Reservoir. The City's water supply is expected to reliably meet the projected water demands and have an available supply in excess through 2040, with most of this demand being met by imported surface water (City of Santa Maria 2016). Lastly, future development on the project site would be subject to the City's Water Impact Fee to contribute their fair share of funding for these water resources.
Policy 2: Improve and maintain the quality of air to ensure the health of all residents in the Santa Maria Valley by reducing mobile and stationary source air pollutant emissions through the use of efficient land use patterns, the implementation and promotion of alternative transportation modes and other transportation system management programs.	The intent of this policy is to improve and maintain healthy air quality throughout the city.	**Potentially Consistent.** Project construction and mobile source emissions are evaluated in Section 4.1, Air Quality, Greenhouse Gas Emissions, and Energy, of this SEIR, and mitigation measures have been identified to reduce project air pollutant emissions to the greatest extent feasible. The project would result in a cumulatively considerable impact associated with mobile-source GHG emissions. Mitigation measures have been identified to require implementation of on-site GHG reduction measures and for all buildings on-site to be served by a clean energy provider. The project also incorporates substantial alternative transportation improvements and would be required to develop a park-and-ride lot to facilitate carpooling/vanpooling.

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
Policy 3: Protect and preserve biological resources and expand the urban forest within the Planning Area in order to enhance the quality of life in the Santa Maria Valley.	The intent of this policy is to protect biological resources and encourage expansion of the urban forest.	**Potentially Consistent.** Potential impacts to biological resources associated with the project are evaluated in Section 4.2, Biological Resources, of this SEIR, and mitigation measures have been identified to reduce impact to a less-than-significant level. The project would require the removal of approximately 10 existing trees, but development landscaping would include the planting of approximately 350 new trees within the project site.
Policy 4: Preserve and identify cultural and archaeological resources that define the historical significance of the City of Santa Maria and the Santa Maria Valley.	The intent of this policy is to protect cultural and archaeological resources.	**Potentially Consistent.** Based on the project location and the results of an Expanded Phase I Archaeological Survey, no known archaeological or historical resources occur within or directly adjacent to the project site.
Policy 5: Preserve agricultural lands for continued agricultural activities in the Santa Maria Valley.	The intent of this policy is to preserve agricultural land uses.	**Potentially Consistent.** The project would allow for the future development of commercial, industrial, public facilities, and detention basin uses on a site previously zoned for public facilities and detention basin uses. The project site currently supports strawberry row crops, but the site does not contain Prime Farmland as defined by the California Farmland Mapping and Monitoring Program and is not under a Williamson Act contract. The site is zoned for urban infill development in the Specific Plan and the project would rezone the site for additional urban infill uses.
Policy 6.2: Promote the reduction of overall consumption of limited, non-renewable energy sources, the increase in the efficient use of energy, and the utilization of cost-effective, renewable sources of energy.	The intent of this policy is to promote efficient and clean energy use.	**Potentially Consistent.** Project energy consumption and efficiency is evaluated in Section 4.1, Air Quality, Greenhouse Gas Emissions, and Energy, of this SEIR. Project energy impacts were determined to be less than significant based on required conformance with the California Building Code Green Building Standards. In addition, mitigation measures identified to reduce potential impacts associated with greenhouse gas emissions would further reduce project impacts associated with energy use. These measures include provision of EV charging stations on-site and requiring all buildings on-site to be served by CCCE, which provides 100% renewable energy generated solely from solar and wind power. See Section 4.1, Air Quality, Greenhouse Gas Emissions, and Energy, for a detailed evaluation of the Revised Project's energy impacts.
Policy 10.1.a: Provide police and fire protection, library resources, solid waste disposal, and other municipal services which meet or exceed the existing and future needs of the residents in the service area.	The intent of this policy is to provide sufficient public services for current and future city residents.	**Potentially Consistent.** Future development of uses within the project site would be designed to conform to the California Fire Code and Santa Maria Fire Department guidelines, including emergency vehicle access and structural improvement requirements. The project would be subject to payment of public development fees at the time of development permit application

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
		to offset the increased demand on public facilities, including fire and police facilities. Based on the letter received by City staff on August 24, 2020, Laguna County Sanitation District (LCSD) staff indicated that existing pipelines and the downstream treatment facility would have sufficient capacity to convey and process project wastewater flows. In addition, the project would be subject to LCSD sewer impact fees, which would help to offset the project's proportional contribution to the increased demand on LCSD's wastewater treatment facility. The Revised Project would rely on the City's solid waste collection services and facilities. Based on the existing capacity of the Santa Maria Regional Landfill and the projected future capacity of the Santa Maria Integrated Waste Management Facility, the proposed development would not result in the need for new or expanded solid waste facilities. The project would not result in the development of any new residential uses; therefore, the project would not result in a substantial increase in demand on local library resources, post offices, or schools.
Policy 13: Ensure that the capability of resources and infrastructure are not overburdened by growth.	The intent of this policy is to manage growth responsibly.	**Potentially Consistent.** Future development of uses within the project site would be designed to conform to the California Fire Code and Santa Maria Fire Department guidelines, including emergency vehicle access and structural improvement requirements. The project would be subject to payment of public development fees at the time of development permit application to offset the increased demand on public facilities including fire and police facilities. Based on the letter received by City staff on August 24, 2020, LCSD staff indicated that existing pipelines and the downstream treatment facility would have sufficient capacity to convey and process project wastewater flows. In addition, the project would be subject to LCSD sewer impact fees, which would help to offset the project's proportional contribution to the increased demand on the LCSD's wastewater treatment facility. The Revised Project would rely on the City's solid waste collection services and facilities. Based on the existing capacity of the Santa Maria Regional Landfill and the projected future capacity of the Santa Maria Integrated Waste Management Facility, the proposed development would not result in the need for new or expanded solid waste facilities. The project would not result in the development of any new residential uses; therefore, the project would not result in a

Goals, Policies, Plans, Programs and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
		substantial increase in demand on local library resources, post offices, or schools.
City of Santa Maria General Plan Economic Development Element		
Goal: To create more jobs and create jobs that pay higher salaries or compensation, thereby raising the standard of living for the citizens of Santa Maria.	The intent of this policy is to raise the standard of living for City residents.	**Potentially Consistent.** The project would allow for development of new commercial, office, industrial, and public facilities land uses that would provide new job opportunities to residents.
Core Policy 1. Effectively target the recruitment of commercial, industrial, and retail enterprises that best fit Santa Maria's market and infrastructure. Continue to identify target industries.	The intent of this policy is to continue to develop commercial, industrial, and retail uses within the city.	**Potentially Consistent.** The project would allow for the future development of locally serving commercial, industrial, and retail uses on a project site previously zoned for PF-A where such uses would not be permitted, consistent with this policy.
Core Policy 4. Provide sufficient commercial/industrial sites that meet the size and location needs of prospects. To that end, unless the subject property clearly cannot be used for industrial purposes, suppress the rezoning of any sites from existing industrial zoning unless an equal or greater amount of land is zoned to an industrial classification prior to or during the zoning process. The above policy shall be applied on a case-by-case basis and shall consider some or all of the following factors: a. The amount of industrially zoned land (in acres) currently available at the time of the rezoning request that is readily available for construction. b. The land feasibility of the site for industrial development (due to such factors as the size and configuration of the parcel or remaining site area). c. Any county property approved by LAFCO for annexation which is pre-zoned to industrial and feasible for development. d. A Santa Maria Multiplier Impact rating at or above 2.11 and/or within one half point of the average of all industries within the California RIMS II jobs multiplier. e. Additional factors may be considered as appropriate for the site being considered.	The intent of this policy is to retain and continue to develop commercial and industrial uses within the city.	**Potentially Consistent.** The project would not result in the conversion of commercial or industrially zoned land to another use. The project would allow for the future development of locally serving commercial, industrial, and retail uses on a project site previously zoned for PF-A where such uses would not be permitted.

3.3 CUMULATIVE STUDY AREA

3.3.1 CEQA Requirements

State CEQA Guidelines Section 15355 defines "cumulative impact" as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. Cumulative impacts are changes in the environment that result from the incremental impact of development of the proposed project and all other nearby "related" projects. For example, the traffic impacts of two projects in close proximity may be insignificant when analyzed separately but could have a significant impact when the projects are analyzed together.

State CEQA Guidelines Section 15130 indicates that cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable, or if the project's incremental effect is not cumulatively considerable, the lead agency shall identify facts and analyses supporting that conclusion. The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as much detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness. State CEQA Guidelines Section 15130 states the following:

> *The following elements are necessary to an adequate discussion of significant cumulative impacts:*
>
> *(1) Either:*
>
> *(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or*
>
> *(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.*

The discussion shall also include a summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available, and a reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project.

3.3.2 Cumulative Development Scenario

For the purposes of this SEIR, a list of past, present, and reasonably anticipated future projects will be used for the cumulative analysis (State CEQA Guidelines Section 15130(b)(1)(A)), as detailed in Table 3-3 below.

Each Environmental Impact Analysis section of this SEIR includes a discussion of potential cumulative effects and the project's contribution towards the cumulative effects. These discussions are partially based

on a review of the City of Santa Maria's Major Development List (July2020), which includes proposed and approved development projects, as provided on the Community Development webpage (https://www.cityofsantamaria.org/home/showdocument?id=27436). The County of Santa Barbara Cumulative Project List (December 2018) has also been reviewed to identify development projects in unincorporated Santa Barbara County within proximity to the project site, as provided on the County Department Planning and Development webpage (https://www.countyofsb.org/plndev/projects/cumulativelist.sbc). Current and upcoming County development projects in proximity to the project site were identified through a review of active projects listed on the County's website (https://cosantabarbara.app.box.com/s/o9fp2865sykaqn98s0702plaa96xj7t5/folder/71973978186) and through coordination with County planning staff.

Table 3-3. Cumulative Development Scenario Project List

Project Type	Name	Location	Description*
City of Santa Maria			
Commercial	VTC Enterprises (Phase 2)	2335 A Street	6,187-sf vocational training building
	A Street Deli	West Betteravia Road at A Street	4,420-sf retail center
	Santa Maria Freeway Center	1000 East Betteravia Road	23,455-sf retail center
	Crossroads Expansion Pads	2100-2300 South Bradley Road	27,700 sf of retail on three pads
Residential	Santa Maria Studios	2660 Santa Maria Way	Affordable housing project
	Refugio	West McCoy Lane at Professional Parkway	125 units of townhomes
	Northman Residential	Santa Maria Way at East Dauphin Street	63 single-family residences
Industrial	Santa Maria Self Storage	1400 Block of West Betteravia Road	122,000-sf self-storage facility
	DMS Electric	2224 South Westgate Road	10,000-sf building
	Tava Corp	2329 Thompson Way	33,000-sf multi-tenant complex
	Mattress Xpress	100 Tama Lane	22,917-sf office building and warehouse
	2811 Center	2811 Alpark Drive	51,200-sf office in two buildings
	Platino Development	2900 Block Industrial Parkway	48,717-sf in four buildings on four lots
	The Gas Company	3138 Industrial Parkway	Natural gas fueling station
	Skyway Office Building	3200 Skyway Drive	19800-sf office building
Mixed Use/Other	First Baptist Church Master Plan	2970 Santa Maria Way	Site Master Plan
	Lakeview Mixed Use	Northwest corner of South Broadway and Skyway Drive	164 apartments and 11,000-sf commercial
	Fairway Commercial	1223 Fairway Drive	Industrial use zoning to commercial use zoning
	Phillips 66	Various locations	Replacement of existing Line 300

Project Type	Name	Location	Description*
Santa Barbara County – Santa Maria Valley Area			
Plan Amendment	Orcutt Community Plan Amendment	APN 107-240-005, 107-240-008, 107-240-027, 107-240-043, and 107-240-044	Amendment to include a new local road connection between the Union Valley Parkway/US 101 interchange and the adjoining frontage road on the east side of US 101
Residential	OASIS Senior Center (Orcutt Key Site 18)	APN 105-020-060, 105-020-061, 105-020-062, 105-020-063, 105-020-064, 105-020-065, 105-020-068, 105-020-069, 105-020-070, 105-020-41, 105-020-038, 105-020-018, 105-020-021, 105-020-022, 105-020-052, 105-020-053, 105-180-001 to -055; 105-200-001 to -039; 105-250-001 to -043; and 105-280-004 to -029	Development and use of a new OASIS Senior Center on 5.28 acres within the Orcutt Community Plan area
	Neighborhoods of Willow Creek and Hidden Canyon (Key Site 21)	APN 113-250-015, 113-250-016, 113-250-017	Development of 146 single-family residences within the Orcutt Community Plan area
Commercial	Orcutt Fueling Center	3616 Orcutt Road, APN 107-011-028	Development of a 5,054-sqaure-foot commercial building and fuel service station
	Orcutt Marketplace (Orcutt Key Site 1)	APNs 113-250-015, 113-250-016, -017	Development of 248,144 sf of commercial development and 211,264 sf of mixed-use residential development including 252 apartments within the OCP area
Oil and Gas	ERG Oil & Gas Pipeline Development	APN 129-080-006, 129-080-007, 129-090-016, 129-090-021, 129-090-032, 129-090-033, 129-090-037, 129-090-038, 129-100-014, 129-100-015, 129-100-025, 129-100-034, 129-100-035, 129-100-036, 129-180-007, 129-180-008, 129-180-013, 129-180-015	Development of 233 new wells, 2.9-mile oil pipeline in Cat Canyon oil field
	East Cat Canyon Oil Field Redevelopment	APN 101-040-005	Reestablishment of oil production with construction and restoration of 72 well pads and drilling up to 296 wells
	North Garey Oil & Gas Drilling Production Plan	APN 129-180-007	Development of 56 new wells
	UCCB Production Plan	APN 101-030-011, 101-040-026, 129-180-018, 129-180-037, 129-180-038	Reactivation of oil production in Cat Canyon oil field and construction of a 2.7-mile natural gas line
Agricultural Development	Curletti Farm Employee Housing	APN 113-240-009	50,000-sf housing development
	OSR Enterprises/NRG Enterprises LP	APN 128-096-001, 128-096-004, 128-096-005	237,636 Approved Agricultural Development
Institutional	North County Jail General Plan Amendment	APN 113-2010-004, 113-210-013	Approved General Plan Amendment

* sf = square feet

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CHAPTER 4. ENVIRONMENTAL IMPACT ANALYSIS

This chapter of the Supplemental Environmental Impact Report (SEIR) evaluates the potential environmental effects that would result from construction, operation, and maintenance of the Revised Project, and identifies mitigation measures for impacts found to be potentially significant.

Consistent with the California Environmental Quality Act (CEQA) and State CEQA Guidelines, the Initial Study/Notice of Preparation (IS/NOP), along with agency and public input received during the NOP circulation period, were used to determine the scope of the analysis for the SEIR. Based on review of the Revised Project, the analysis completed in the 2007 Certified EIR, and comments received during the NOP process, the City of Santa Maria (City) determined that the SEIR analysis would focus on the following resource areas (Table 4-1). Some resource areas were determined to have no potential to cause significant effects beyond what was covered in the 2007 Certified EIR, with the exception of one threshold. These impact areas include aesthetics, cultural resources, geology and soils, hydrology and water quality, land use, and utilities and service systems. These impact areas are evaluated within Section 4.5, Other Issue Areas, of this SEIR. Additional resource areas not included in this SEIR were found to have been either adequately addressed in the 2007 Certified EIR or found to be less than significant through the IS/NOP process (see SEIR Section 1.4, Scoping and Notice of Preparation Process, and Appendix A, Notice of Preparation for the Draft Environmental Impact Report and Comment Letters).

Table 4-1. Summary of Environmental Impacts Analysis

Environmental Resource	Significant, Unavoidable Adverse Impacts	Significant, but Mitigable Impacts	Less than Significant Impacts
Aesthetic Resources*			X
Air Quality, Greenhouse Gas Emissions, and Energy	X		
Biological Resources		X	
Cultural Resources*		X	
Geology and Soils*		X	
Hydrology and Water Quality*		X	
Land Use and Planning*		X	
Transportation		X	
Tribal Cultural Resources			X
Utilities and Public Service Systems*			X

*Issues evaluated in Section 4.5, Other Issue Areas, of the SEIR

Each environmental issue area discussed in Chapter 4 of this SEIR has been divided into subsections, as follows:

> **Existing Conditions:** The description of the physical environmental conditions in the vicinity of the project, as they exist at the time of the established baseline physical conditions.
>
> **Regulatory Setting:** The regulations in effect at the time the NOP was published. These are the applicable regulations governing each environmental topic, such as the California Endangered Species Act (CESA) and its requirements for protecting rare and endangered species. This is not an exhaustive analysis of the regulations, but rather information to assist the reader in understanding the potential impacts of the project from a regulatory perspective.

Thresholds of Significance: The thresholds used to evaluate each environmental topic based on Appendix G of the State CEQA Guidelines.

Impact Assessment Methodology: Methodology used to determine the impacts associated with the project, such as measurements or field investigative processes.

Impact Assessment and Mitigation Measures: The statement of the level of significance of potential environmental effects of the project. These include the significant environmental effects of the Revised Project, as further defined below. The impacts are identified and then are followed by the mitigation measures that can minimize significant impacts; mitigation measures must be enforceable and feasible. In addition, there must be an essential nexus between the mitigation measure and a legitimate governmental interest, and the mitigation measure also must be "roughly proportional" to the impacts of the project.

Residual Impacts: The statement of the level of impact, significant or insignificant, that would remain after the implementation of identified mitigation.

Cumulative Impacts: The cumulative effects of the project when the project's incremental effect is considered in combination with other closely related past, present, and reasonably foreseeable probable future projects.

Secondary Impacts: If implementation of an identified mitigation measure would cause one or more significant effects in addition to those that would be caused by the Revised Project, the effects of the mitigation measure are discussed but in less detail than the significant effects of the project.

All residual impacts in the SEIR have been classified according to the following criteria (note: CEQA does not recognize a beneficial effect as an impact):

A *significant and unavoidable impact* would cause a substantial adverse effect on the environment that meets or exceeds the applicable significance criteria thresholds for a particular resource, and no feasible mitigation measures would be available to reduce the impact to a less-than-significant level.

A *less-than-significant impact with mitigation* is an adverse impact that would cause a substantial adverse effect that meets or exceeds the applicable significance criteria thresholds for a particular resource, but can be reduced to a less-than-significant level through successful implementation of identified mitigation measures.

A *less-than-significant impact* is an adverse impact that does not meet or exceed the applicable significance criteria thresholds for a particular resource. Generally, no mitigation measures are required for less-than-significant impacts; only compliance with standard regulatory conditions would be required. However, mitigation may still be recommended should the lead or responsible agencies deem it appropriate to reduce the impact to the maximum extent feasible, as long as there is rough proportionality between the environmental impacts caused by the project and the mitigation measures imposed on the project.

The term "significance" is used throughout the SEIR to characterize the magnitude of the projected impact. For the purpose of this SEIR, a significant impact is a substantial or potentially substantial change to resources in the project area or the area adjacent to the project. In the discussions of each issue area, thresholds are identified that are used to distinguish between significant and insignificant impacts. To the extent feasible, distinctions are also made between regional and local significance and short-term versus long-term duration.

Where possible, measures have been identified to reduce project impacts to less-than-significant levels. CEQA states that public agencies should not approve projects as proposed if there are feasible mitigation measures available that would substantially lessen the environmental effects of such projects (Public Resources Code [PRC] Section 21002). Included with each mitigation measure are the requirements related to the required timing of the action (e.g., prior to development of final construction plans, prior to commencement of construction, prior to operation, etc.) and the party responsible for verifying implementation of the mitigation measures.

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4.1 AIR QUALITY, GREENHOUSE GAS EMISSIONS, AND ENERGY

The following section describes the existing air quality setting in the project vicinity, the regulatory setting, the criteria and methodology used to determine potential impacts, and the significance of potential short- and long-term air quality, greenhouse gas (GHG), and energy impacts associated with the Revised Project. The methodology and impact evaluation provided in this section is based primarily on the Emissions Modeling Assessment and Energy Use Assessment prepared for this project in October 2020 (AMBIENT Air Quality & Noise Consulting [AMBIENT] 2020a, 2020b).

4.1.1 Existing Conditions

4.1.1.1 Air Quality and Greenhouse Gas Setting

4.1.1.1.1 REGIONAL AIR QUALITY SETTING

The project is located in the city of Santa Maria, within the South Central Coast Air Basin (SCCAB) and within the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). The climate of the SCCAB is strongly influenced by its proximity to the Pacific Ocean. The Mediterranean climate of the region produces moderate temperatures year-round, with rainfall concentrated in the winter months.

Air quality in the SCCAB is influenced by a variety of factors, including topography and local and regional meteorological conditions. In the northern portion of Santa Barbara County (north of the ridgeline of the Santa Ynez Mountains), the sea breeze (from sea to land) is typically northwesterly throughout the year, while the prevailing sea breeze in the southern portion of the county is from the southwest. During summer, these winds are stronger and persist later into the night. At night, the sea breeze weakens and is replaced by light land breezes (from land to sea). The alternation of the land-sea breeze cycle can sometimes produce a "sloshing" effect, where pollutants are swept offshore at night and subsequently carried back onshore during the day. This effect is exacerbated during periods when wind speeds are low (SBCAPCD 2011).

Santa Ana winds are northeasterly winds that occur primarily during fall and winter, but occasionally in spring. These are warm, dry winds blown from the high inland desert that descend down the slopes of mountain ranges in the region. Wind speeds associated with Santa Ana winds are generally 15–20 miles per hour (mph), though they can sometimes reach speeds in excess of 60 mph. During Santa Ana conditions, pollutants emitted in Santa Barbara, Ventura County, and the South Coast Air Basin (the Los Angeles region) are moved out to sea. These pollutants can then be moved back onshore into Santa Barbara County in what is called a "post-Santa Ana condition." The effects of the post-Santa Ana condition can be experienced throughout the county. Not all post-Santa Ana conditions, however, lead to high pollutant concentrations in Santa Barbara County (SBCAPCD 2011).

4.1.1.1.2 CRITERIA AIR POLLUTANTS

For the protection of public health and welfare, the Clean Air Act (CAA) required that the U.S. Environmental Protection Agency (EPA) establish National Ambient Air Quality Standards (NAAQS) for various pollutants. These pollutants are referred to as "criteria" pollutants because the EPA publishes criteria documents to justify the choice of standards. These standards define the maximum amount of an air pollutant that can be present in ambient air without harm to the public's health. An ambient air quality standard is generally specified as a concentration averaged over a specific time period, such as 1 hour,

8 hours, 24 hours, or 1 year. The different averaging times and concentrations are meant to protect against different exposure effects. The CAA allows states to adopt additional or more health-protective standards.

The California Air Resources Board (CARB) is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA) of 1988. In order to facilitate achieving the goals set forth in the CCAA, CARB establishes California Ambient Air Quality Standards (CAAQS), which in many cases are more stringent than the NAAQS.

4.1.1.1.3 HUMAN HEALTH AND WELFARE EFFECTS

Common air pollutants and associated adverse health and welfare effects are summarized in Table 4.1-1. Within the SCCAB, the air pollutants of primary concern, with regard to human health, include ozone, particulate matter (PM) and carbon monoxide (CO). As depicted in Table 4.1-1, exposure to increased pollutant concentrations of ozone, PM, and CO can result in various heart and lung ailments, cardiovascular and nervous system impairment, and death.

Table 4.1-1. Common Pollutants and Adverse Effects

Pollutant	Human Health and Welfare Effects
Particulate Matter (PM_{10} and $PM_{2.5}$)	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Ozone (O_3)	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; and aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles, and dyes.
Sulfur dioxide (SO_2)	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron, and steel; damage crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon monoxide (CO)	Reduces the ability of blood to deliver oxygen to vital tissues, effecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen dioxide (NO_2)	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to global warming and nutrient overloading, which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Causes anemia, high blood pressure, brain and kidney damage, neurological disorders, cancer, and lowered IQ. Affects animals, plants, and aquatic ecosystems.

Note: PM_{10} = particulate matter less than 10 microns in diameter; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter

Source: World Health Organization [WHO] 2020.

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 areas located to the east and south, approximately 200 feet from proposed development activities.

4.1.1.1.4 SANTA BARBARA COUNTY AIR QUALITY MONITORING

The SBCAPCD currently collects air quality data from 13 monitoring stations located throughout the county on a continuous basis 24 hours a day 7 days a week. Nine stations continuously measure concentrations of ozone, and four stations continuously measure particulate matter less than 10 microns in diameter (PM_{10}) and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Each monitoring station is sited to meet one or more of the following objectives:

1. To determine representative concentrations of air pollution in highly populated areas;
2. To determine the impact of specific businesses or other sources of pollution;
3. To determine general background pollution levels in areas not directly affected by cars, businesses, and other manmade pollution sources; and
4. To determine the highest pollution levels in the county.

Each year the SBCAPCD prepares an annual air monitoring network plan for the county. The plan includes a statement of the purpose for each air monitor, and evidence that the siting and operation of each monitor meets the requirements of federal regulations. In 2018 there were no exceedances of the federal or state ozone standard countywide. Excluding incorporated cities, all areas within Santa Barbara County were below the federal and state ambient air quality standards during 2018 (SBCAPCD 2018).

4.1.1.1.5 SANTA BARBARA COUNTY EXISTING AIR QUALITY

The county's air quality has improved dramatically over the years, as evidenced by the declining number of state 1-hour and 8-hour ozone standard exceedances. An exceedance is a measured concentration at a monitoring station that surpasses the standard. Total 1-hour ozone standard exceedances have decreased from a high of 37 days in 1990 to 0 days in the last 3 years and 6 out of the last 9 years. The number of 8-hour ozone exceedance days range from a high of 101 days in 1991 to 0 days in 2018. This represents a significant milestone, as 2018 is the first year in which the county did not exceed the 8-hour ozone standard. These improvements in air quality have occurred despite a 20% increase in countywide population since 1990.

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 and unclassified for the state $PM_{2.5}$ standard. However, the county is currently in nonattainment for the state PM_{10} standard. A summary of the county's attainment status for NAAQS and CAAQS is provided in Table 4.1-2.

Table 4.1-2. Santa Barbara County Federal and State Criteria Pollutant Attainment Status

Ambient Air Quality Standard	Statutory Standard*	Santa Barbara County Attainment Status
Federal Standards		
8-hour Ozone Standard	0.070	Attainment
$PM_{2.5}$ 24-hour Average Standard	35 µg/m^3	Unclassified/Attainment
$PM_{2.5}$ Annual Average Standard	12 µg/m^3	
PM_{10} 24-hour Average Standard	150 µg/m^3	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/m^3	Unclassified/Attainment
Nitrogen Dioxide 1-hour Average Standard	0.100 ppm	Unclassified/Attainment
Nitrogen Dioxide Annual Average	0.053 ppm	

Ambient Air Quality Standard	Statutory Standard*	Santa Barbara County Attainment Status
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	0.030 ppm	
State Standards		
1-Hour Ozone Standard	0.09 ppm	Attainment
8-Hour Ozone Standard	0.070 ppm	
$PM_{2.5}$ Annual Average Standard	12 µg/m^3	Unclassified
PM_{10} Annual Average Standard	20 µg/m^3	Nonattainment
PM_{10} 24-hour Average Standard	50 µg/m^3	
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	0.030 ppm	
Sulfur Dioxide 1-hour Average Standard	0.25 ppm	Attainment
Sulfur Dioxide 24-hour Average Standard	0.04 ppm	
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

* µg/m^3 = micrograms per cubic meter

Source: CARB 2019b, 2020

4.1.1.1.6 GREENHOUSE GASES

To fully understand global climate change, it is important to recognize the naturally occurring "greenhouse effect" and to define the GHGs that contribute to this phenomenon. Various gases in the earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Often, estimates of GHG emissions are presented in carbon dioxide equivalent (CO_2e), which weighs each gas by its global warming potential (GWP). Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Each of these primary GHGs attributed to global climate change are discussed below:

- **Carbon Dioxide:** CO_2 is a colorless, odorless gas that is emitted in a number of ways, both naturally and through human activities. The largest source of CO_2 emissions globally is the combustion of fossil fuels, such as coal, oil, and gas in power plants, automobiles, industrial

facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO_2 emissions. The atmospheric lifetime of CO_2 is variable because it is so readily exchanged in the atmosphere.

- **Methane:** CH_4 is a colorless, odorless gas that is not flammable under most circumstances, and is the major component of natural gas, about 87% by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. CH_4 is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (enteric fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of methane to the atmosphere. Natural sources of methane include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources, such as wildfires. Methane's atmospheric lifetime is about 12 years.
- **Nitrous Oxide:** N_2O is a clear, colorless gas with a slightly sweet odor that is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 114 years.
- **Fluorinated Gases:** HFCs, PFCs, and SF_6 are synthetic, powerful climate change gases emitted from a variety of industrial processes. Fluorinated gases are often used as substitutes for ozone-depleting substances (i.e., chlorofluorocarbons, hydrochlorofluorocarbons, and halons). These gases are typically emitted in minute quantities, but because they are potent climate-change gases, they are sometimes referred to as high GWP gases. SF_6 is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high-voltage equipment that transmits and distributes electricity, including equipment such as electrical circuit breakers, which may be used for the project. SF_6 is a potential source of fugitive emissions from electrical transmission and distribution equipment. Fugitive emissions are unintentional leaks of GHGs from equipment, such as joints, seals, and gaskets.

4.1.1.1.7 STATE AND REGIONAL GREENHOUSE GAS EMISSIONS INVENTORIES

In 2017, GHG emissions within California totaled 424 million metric tons of CO_2e ($MMTCO_2e$). Within California, the transportation sector is the largest contributor, accounting for approximately 40% of the total statewide GHG emissions. Contributions from the transportation sector include emissions from combustion of fuels utilized in-state that are used by on- and off-road vehicles, aviation, rail, and water-borne vehicles, as well as a few other smaller sources. Emissions associated with industrial uses are the second largest contributor, totaling roughly 21%. Electricity generation totaled roughly 15%. For the first time since California started to track GHG emissions, California uses more electricity from zero-GHG sources (for the purpose of the GHG inventory, these include hydro, solar, wind, and nuclear energy) than from GHG-emitting sources for both in-state generation and total (in-state plus imports) generation in 2017. Other major emission sources included commercial uses, residential uses, agriculture, recycling, and waste (CARB 2019a).

In 2007 the County of Santa Barbara (County) completed a GHG emissions inventory for the unincorporated county using 2007 as the base year. In 2010 the County updated the 2007 emissions inventory as a result of changes to the regulatory structure since the creation of the initial inventory, including an update to the State CEQA Guidelines. Emissions from unincorporated county sources totaled

1,192,970 $MTCO_2e$ in the baseline year 2007, with transportation sources identified as the largest contributor, accounting for approximately 44% of total countywide emissions. Residential energy uses were the second largest contributor, accounting for approximately 16% of total emissions, followed by commercial energy uses, off-road uses, and solid waste. Other major emission sources included agriculture, water and wastewater, industrial energy, and aircraft (County of Santa Barbara 2015).

4.1.1.2 Energy Setting

4.1.1.2.1 PETROLEUM

California was the seventh-largest producer of crude oil among the 50 states in 2018, and, as of January 2019, it ranked third in oil refining capacity (U.S. Energy Information Administration [USEIA]2020). While most of the state's drilling operations are concentrated primarily in Kern and Los Angeles Counties, hundreds of active, idle, and plugged oil wells are located within Santa Barbara County (California Geologic Energy Management Division [CalGEM] 2020). California is the second-largest consumer of petroleum products in the nation and the largest consumer of motor gasoline and jet fuel. Almost nine-tenths of the petroleum consumed in the state is used in the transportation sector (USEIA 2020). In general, individual users, such as residents and employees, purchase petroleum fuels for vehicle use and equipment.

The city of Santa Maria is located adjacent to one oil refinery. The Santa Maria Refinery, located adjacent to State Route (SR) 1 on the Nipomo Mesa, has been in operation for nearly 60 years. The Santa Maria Refinery processes approximately 44,500 barrels of crude oil per day and converts it into high quality feedstock for further processing into gasoline, diesel, and jet fuel (Phillips 66 Company 2020). Based on a press release in August 2020, the Santa Maria Refinery will be shut down in 2023 and related pipelines will be phased out of service starting in 2024 (Santa Maria Times 2020).

4.1.1.2.2 ELECTRICITY

The production of electricity requires the consumption or conversion of energy resources including petroleum, natural gas, coal, nuclear, and renewable resources such as wind, solar, and geothermal energy. Energy, natural gas, and renewable energy production, consumption, research, and conservation within the state of California are managed by the California Energy Commission (CEC) and are regulated by the California Public Utilities Commission (CPUC). California's total energy consumption is second highest in the nation, but, in 2018, the state's per capita energy consumption was the fourth-lowest, due in part to its mild climate and its energy efficiency programs (USEIA 2020).

4.1.1.2.3 NATURAL GAS

Natural gas is a fossil fuel formed when layers of buried organic matter are exposed to intense heat and pressure over thousands of years. The energy is stored in the form of hydrocarbons and can be extracted in the form of natural gas, which can be combusted to generate electricity, enabling this stored energy to be transformed into usable power or to be used directly for heating, cooking, and other use. Natural gas in the city is provided by Southern California Gas Company (SoCalGas), which provides natural gas to 21.4 million consumers through 5.9 million meters in more than 500 communities. The company's service territory includes communities throughout central and southern California, from Visalia to the Mexican border (SoCalGas 2018).

4.1.1.2.4 RENEWABLE ENERGY

California is among the top states in the nation in electricity generation from renewable resources. In 2018, the state was second, after Washington, in total utility-scale electricity generation from all renewable resources, including hydroelectric power. California typically leads the nation in generation from solar, geothermal, and biomass energy. In 2018, the state was also the nation's fourth-largest producer of electricity from conventional hydroelectric power and the fifth-largest producer from wind energy.

4.1.1.2.5 LOCAL ENERGY SETTING

In January 2021, Santa Maria customers will begin to receive their electricity from Central Coast Community Energy (CCCE) (previously known as Monterey Bay Community Power [MBCP]), which is a community choice energy agency. 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]). This is typically an attractive option for communities that want more local control over their electricity sources, more clean energy than is offered by their default utility, and/or lower electricity prices. As a public agency, CCCE is governed by a Policy Board and Operations Board, on which every member jurisdiction (including Santa Maria) has at least one representative to provide their community's input on important decisions (Ramie and Associates 2020). 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 2020).

The City has not adopted a climate action plan; however, the 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 encouragement for 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.

4.1.2 Regulatory Setting

4.1.2.1 Federal

4.1.2.1.1 AIR QUALITY AND GREENHOUSE GAS EMISSIONS

Federal Clean Air Act

The principal air quality regulatory mechanism on the federal level is the CAA and, in particular, the 1990 amendments to the CAA and the NAAQS that it establishes. These standards identify levels of air quality for "criteria" pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare. The criteria pollutants include ozone (O_3), CO, nitrogen dioxide (NO_2) (which is a form of nitrogen oxide [NO_x]), sulfur dioxide (SO_2) (which is a form of sulfur oxide [SOx]), PM_{10}, $PM_{2.5}$, and lead (Pb). The EPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and those that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. The EPA's primary role at the state level is to oversee the state air quality programs. The EPA sets federal vehicle and stationary source emission standards and

oversees approval of all State Implementation Plans (SIPs), as well as providing research and guidance in air pollution programs. The SIP is a state-level document that identifies all air pollution control programs within California that are designed to help the state meet the NAAQS.

As discussed previously and shown in Table 4.1-2, the EPA has designated the portion of the SCCAB where the project is located within Santa Barbara County as being in attainment or unclassified with respect to all NAAQS. Attainment defines the status of a given airshed regarding NAAQS requirements. Airsheds not meeting these standards are classified as "nonattainment."

4.1.2.1.2 ENERGY

Energy Independence and Security Act of 2007

Signed on December 19, 2007 by President Bush, the Energy Independence and Security Act (EISA) of 2007 aims to:

- Move the United States toward greater energy independence and security;
- Increase the production of clean renewable fuels;
- Protect consumers;
- Increase the efficiency of products, buildings, and vehicles;
- Promote research on and deploy GHG capture and storage options;
- Improve the energy performance of the federal government; and
- Increase U.S. energy security, develop renewable fuel production, and improve vehicle fuel economy.

The EISA reinforces the energy reduction goals for federal agencies put forth in Executive Order (EO) 13423, as well as introduces more aggressive requirements. The three key provisions enacted are the Corporate Average Fuel Economy (CAFE) Standards, Renewable Fuel Standard (RFS), and appliance/lighting efficiency standards (EPA 2019).

Regulations for Greenhouse Gas Emissions from Passenger Cars and Trucks and Corporate Average Fuel Economy Standards

In October 2012, the EPA and the National Highway Traffic Safety Administration (NHSTA), on behalf of the U.S. Department of Transportation (USDOT), issued final rules to further reduce GHG emissions and improve CAFE standards for light-duty vehicles for model years 2017 and beyond. NHTSA's CAFE standards have been enacted under the Energy Policy and Conservation Act since 1978. This national program requires automobile manufacturers to build a single light-duty national fleet that meets all requirements under both federal programs and the standards of California and other states. This program would increase fuel economy to the equivalent of 54.5 miles per gallon, limiting vehicle emissions to 163 grams of CO_2 per mile for the fleet of cars and light-duty trucks by the model year 2025.

In January 2017, EPA Administrator Gina McCarthy signed a Final Determination to maintain the current GHG emissions standards for the model year 2022–2025 vehicles. However, on March 15, 2017, EPA Administrator Scott Pruitt and USDOT Secretary Elaine Chao announced that EPA intends to reconsider the Final Determination. On April 2, 2018, EPA Administrator Pruitt officially withdrew the January 2017 Final Determination, citing information that suggests that these current standards may be too stringent due to changes in key assumptions since the January 2017 Determination. According to the EPA, these key assumptions include gasoline prices and overly optimistic consumer acceptance of

advanced technology vehicles. The April 2nd notice is not the EPA's final agency action. The EPA intends to initiate rulemaking to adopt new standards. Until that rulemaking has been completed, the current standards remain in effect (EPA 2018).

4.1.2.2 State

4.1.2.2.1 AIR QUALITY AND GREENHOUSE GAS EMISSIONS

California Air Resources Board

The CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA of 1988. Other CARB duties include monitoring air quality in conjunction with air monitoring networks maintained by air pollution control districts and air quality management districts; establishing CAAQS, which in many cases are more stringent than the NAAQS; and setting emissions standards for new motor vehicles. The emission standards established for motor vehicles differ depending on various factors, including the model year and the type of vehicle, fuel, and engine used.

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

In January 2005, the California Code of Regulations (CCR) Title 13, Section 2485, Airborne Toxic Control Measure (ATCM) to Limit Diesel-Fueled Commercial Motor Vehicle Idling, was approved by the Office of Administrative Law and filed with the Secretary of the State. The purpose of this measure is to reduce public exposure to diesel particulate matter (DPM) and other air contaminants by limiting the idling of diesel-fueled commercial motor vehicles. As of February 2005, when the measure took effect, all diesel-fueled commercial motor vehicles with a gross vehicular weight rating of greater than 10,000 pounds shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, and shall not operate a diesel-fueled auxiliary power system to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting for greater than 5 minutes, except as noted in subsection (d) of the measure.

California Clean Air Act

The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for O_3, CO, SO_2, and NO_2 by the earliest practicable date. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and areawide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either: (1) achieve a 5% annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each non-attainment pollutant or its precursors, or (2) provide for the implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both federal and state planning requirements.

Assembly Bills 1807 and 2588 – Toxic Air Contaminants

Within California, toxic air contaminants (TACs) are regulated primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics Hot Spots Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB designates a substance as a TAC. Existing sources of TACs that are subject to AB 2588 are required to: (1) prepare a

toxic emissions inventory; (2) prepare a risk assessment if emissions are significant; (3) notify the public of significant risk levels; and (4) prepare and implement risk reduction measures.

Assembly Bill 32/Senate Bill 32

AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. The gases that are regulated by AB 32 include CO_2, CH_4, N_2O, HFCs, PFCs, nitrogen trifluoride (NF_3), and SF_6. The reduction to 1990 levels will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 (see discussion under Section 4.1.2.2.2, Energy, below) should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that CARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap, institute a schedule to meet the emissions cap, and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

Senate Bill (SB) 32, signed by Governor Brown on September 8, 2016, effectively extends California's GHG emission-reduction goals from year 2020 to year 2030. This new emission-reduction target of 40% below 1990 levels by 2030 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. SB 32 also directs the CARB to update the *Climate Change Scoping Plan* to address this interim 2030 emission-reduction target.

California Air Resources Board Climate Change Scoping Plan

In October 2008, CARB published its *Climate Change Proposed Scoping Plan*, which is the state's plan to achieve GHG reductions in California required by AB 32. This initial Scoping Plan contained the main strategies to be implemented in order to achieve the target emission levels identified in AB 32. The Scoping Plan included CARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The largest proposed GHG reduction recommendations were associated with improving emissions standards for light-duty vehicles, implementation of the Low Carbon Fuel Standard program, energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems, and a renewable portfolio standard for electricity production.

A key component of the Scoping Plan is the Renewable Portfolio Standard, which is intended to increase the percentage of renewables in California's electricity mix to 33% by year 2020, resulting in a reduction of 21.3 $MMTCO_2e$. Sources of renewable energy include, but are not limited to, biomass, wind, solar, geothermal, hydroelectric, and anaerobic digestion. Increasing the use of renewables will decrease California's reliance on fossil fuels, thus reducing GHG emissions.

The Scoping Plan states that land use planning and urban growth decisions will play important roles in the state's GHG reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions. The CARB further acknowledges that decisions on how land is used will have large impacts on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emissions sectors.

The initial Scoping Plan was first approved by the CARB on December 11, 2008, and is updated every 5 years. The first update of the Scoping Plan was approved by the CARB on May 22, 2014. In 2016 the state legislature passed SB 32, which codifies a 2030 GHG emissions reduction target of 40% below 1990 levels. With SB 32, the state legislature passed companion legislation AB 197, which provides additional direction for developing the Scoping Plan. The CARB has recently prepared a second update to the Scoping Plan to reflect the 2030 target set by EO B-30-15 and codified by SB 32.

Senate Bill 743

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 vehicle miles traveled (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 must be implemented statewide.

Executive Order N-79-20

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. It also requires support of new and used ZEV markets to provide broad accessibility to ZEVs for all Californians. The executive order will not prevent Californians from owning gasoline-powered cars or selling them on the used car market (State of California 2020).

4.1.2.2.2 ENERGY

Assembly Bill 1493

In 2002, recognizing that climate change would impose compelling and extraordinary impacts on California, the state legislature adopted, and the governor signed, AB 1493 to require the CARB to develop and adopt the nation's first GHG emission standards for automobiles. In 2004 the State of California submitted a request for a waiver from federal clean air regulations, as the state is authorized to do under the CAA, to allow the state to require reduced tailpipe emissions of CO_2. In late 2007, the EPA denied California's waiver request and declined to promulgate adequate federal regulations limiting GHG emissions. In early 2008, the state brought suit against the EPA related to this denial.

In January 2009, President Obama instructed the EPA to reconsider the denial of California's and 13 other states' requests to implement global warming pollution standards for cars and trucks. In June 2009, the EPA granted California's waiver request, enabling the state to enforce its GHG emissions standards for new motor vehicles beginning with the current model year. In 2012, CARB adopted the Low-Emission Vehicle (LEV) III regulations as part of the Advanced Clean Cars rulemaking package that also includes the state's ZEV regulation. The LEV III regulations include increasingly stringent emission standards for both criteria pollutants and GHGs for new passenger vehicles through the 2025 model year (CARB 2020).

California Geologic Energy Management Division

CalGEM regulates the drilling, operation, and permanent closure of energy resource wells and prioritizes protecting public health, safety, and the environment in its oversight of the oil, natural gas, and geothermal industries, while working to help California achieve its climate change and clean energy goals.

California Code of Regulations Title 24, Part 6 – California's Energy Efficiency Standards for Residential and Non-Residential Buildings

The 2019 Building Energy Efficiency Standards is the primary legislation governing energy use for new construction of, and additions and alterations to, residential and nonresidential buildings in the state of California. Buildings whose permit applications are dated on or after January 1, 2020, must comply with the 2019 Standards. The California Energy Commission (CEC) updates the standards every 3 years.

Public Resources Code (PRC) Sections 25402(a)–(b) and 25402.1 emphasize the importance of building design and construction flexibility by requiring the CEC to establish performance standards, in the form of an "energy budget," in terms of the energy consumption per square foot of floor space. For this reason, the standards include both a prescriptive option, allowing builders to comply by using methods known to be efficient, and a performance option, allowing builders complete freedom in their designs provided the building achieves the same overall efficiency as an equivalent building using the prescriptive option.

The 2019 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential standards include the introduction of photovoltaic into the prescriptive package and improvements for attics, walls, water heating, and lighting.

The most significant efficiency improvements to the nonresidential standards include alignment with the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) 90.1 2017 national standards. The standards are conceptually divided into three basic sets. First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards the energy budgets which vary by climate zone (of which there are 16 in California) and building type; thus the standards are tailored to local conditions, and provide flexibility in how energy efficiency in buildings can be achieved. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that provide a recipe or a checklist compliance approach (CEC 2018). Relevant prescriptive and mandatory requirements of this law include, but are not limited to:

- Incorporation of cool-roofs on non-residential buildings;
- Skylights for daylighting buildings; and
- Installation of certified insulation materials.

California Building Code and Green Building Standards

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 is adopted every 3 years by the Building Standards Commission (BSC). In the interim, the BSC also adopts annual updates to make necessary mid-term corrections. The CBC standards apply statewide; however, a local jurisdiction may amend a CBC standard if it makes a finding that the amendment is reasonably necessary due to local climatic, geological, or topographical conditions.

"Green" buildings standards are virtually indistinguishable from any other building standards, are contained in the California Building Code, and regulate the construction of new buildings and improvements. Whereas the focus of traditional building standards has been protecting public health and safety, the focus of green building standards is to improve environmental performance.

The green buildings standards were most recently updated in May 2018. Referred to as the 2019 Building Energy Efficiency Standards, these most recent updates 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 non-residential lighting requirements. Under the newly adopted standards, nonresidential buildings will use about 30% less energy due mainly to lighting upgrades.

4.1.2.3 Local

4.1.2.3.1 AIR QUALITY AND GREENHOUSE GAS EMISSIONS

Santa Barbara County Air Pollution Control District 2019 Ozone Plan

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 (other updates were completed in 1994, 1998, 2001, 2004, 2007, 2010, 2013, and 2016). The SBCAPCD is currently designated "attainment" for the federal 8-hour ozone standard of 0.070 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 California Air Resources Board at their December 2019 public hearing and it was later approved by the Office of Administrative Law (SBCAPCD 2020). While attainment is a significant achievement, SBCAPCD's 2019 Ozone Plan still serves as an important regulatory tool to maintain attainment status and address the many factors that threaten to increase regional NO_x and volatile organic compounds (VOC) emissions in the future.

To be determined to be 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*, and the project must be consistent with the policies adopted in the *2019 Ozone Plan*. Additionally, in determining consistency with the *2019 Ozone Plan*, commercial and industrial projects must be tracked pursuant to the local Congestion Management Plan (CMP), and are determined to be consistent with the *2019 Ozone Plan* if they are consistent with SBCAPCD rules and regulations. The Ozone Plan relies primarily on the land use and population projections provided by Santa Barbara Council of Associated Governments (SBCAG) and CARB on-road emissions forecast as a basis for vehicle emission forecasting (SBCAPCD 2017).

In October and November 2018, SBCAG staff coordinated with local public works staff to adopt local resolutions of support for exemption from the state CMP statute. In January 2019, the SBCAG Board

approved a resolution exempting the region from the state CMP statute. Therefore, the project site is not subject to the requirements of a CMP.

Transportation Control Measures (TCMs) are programs or activities that states and localities can implement to encourage the traveling public to rely less on the automobile or to use the automobile more efficiently. TCMs reduce emissions from on-road motor vehicles and trucks by: improving the existing transportation system to allow motor vehicles to operate more efficiently; inducing people to change their travel behavior to less polluting modes; or, ensuring emission control technology improvements in the motor vehicle fleet are fully and expeditiously realized. Based on the applicable TCMs identified in the 2007 Certified EIR, the following TCMs would apply to the project:

- T-1: Trip Reduction Ordinance
- T-9: Park-and-Ride/Fringe Parking
- T-10: Bicycle and Pedestrian Programs

Fast Forward 2040 Regional Transportation Plan and Sustainable Communities Strategy

Fast Forward 2040 Regional Transportation Plan and Sustainable Communities Strategy (adopted in 2017) is the most recent update to the Regional Transportation Plan and Sustainable Communities Strategy adopted in 2013 by SBCAG. The plan demonstrates how the region will achieve the region's passenger vehicle GHG emission targets per capita in compliance with SB 375.

Fast Forward 2040 identifies regional transportation needs, prioritizes those needs, and presents an implementation plan for maintaining and improving the regional transportation network. Fast Forward 2040 also contains a multi-modal transportation investment package that, when implemented, will advance the region's goals, satisfy the planning objectives and, as a result, meet the needs of the traveling public into the future.

Fast Forward 2040 identifies several policies associated with air quality, GHG emissions, and energy resources, detailed below:

- ***Policy 1.2 Air Quality****. Transportation planning and projects shall be designed to:*
    - *Lead to reductions in greenhouse gas and criteria pollutant emissions, consistent with the air quality goals of the region, including targets for greenhouse gas emissions from passenger vehicles in 2020 and 2035 as required by Senate Bill 375.*
    - *Be in conformity with the Air Pollution Control District Clean Air Plan and the State Implementation Plan (SIP) and meet the National Ambient Air quality Standards as required by the federal Clean Air Act.*
- ***Policy 1.3 Alternative Fuels and Energy****. Transportation planning and projects shall:*
    - *Encourage the use of alternative fuels, and the application of advanced transportation and energy technologies to reduce vehicular emission production and energy consumption.*
    - *Promote renewable energy and energy conservation, consistent with applicable federal, State, and local energy programs, goals, and objectives.*
- ***Policy 2.3 Alternative Transportation Modes****. Transportation planning and projects shall:*

- *Encourage alternatives to single-occupancy vehicle trips and the use of alternative transportation modes to reduce vehicle miles travelled and increase bike, walk, and transit mode share.*
- *Provide for a variety of transportation modes and ensure connectivity within and between transportation modes both within and outside the Santa Barbara region. Alternative mode planning and projects shall be compatible with neighboring regions' transportation systems.*
- *Plan and provide for ancillary support facilities for alternative transportation, such as bicycle parking.*
- *Promote inter-regional commuter transit and rail service.*
- *Promote local and inter-city transit.*
- *Work to complete the California Coastal Trail through provision and implementation of trail segments and connections in coordination with the California State Coastal Conservancy, California Department of Parks and Recreation, California Coastal Commission, Caltrans, and other agencies.*

4.1.2.3.2 ENERGY

City of Santa Maria General Plan Resource Management Element

The *City of Santa Maria General Plan Resources Management Element* (RME) (City of Santa Maria 2001) identifies policies and objectives for achieving increased energy conservation use within the city through increasing the energy efficiency of buildings and appliances, as well as encouragement for development and the use of alternative forms of energy. Applicable energy policies and objectives include, but are not limited to:

- ***Policy 6.2:*** *Promote the reduction of overall consumption of limited, non-renewable energy sources, the increase in the efficient use of energy, and the utilization of cost-effective, renewable sources of energy.*
- ***Objective 6.1.b(2):*** *Encourage innovative building and site design which maximizes energy efficiency in private and public facilities.*
- ***Objective 6.1.b(4):*** *Contribute to the energy efficiency of the community through street orientation, the placement of buildings and the use of shading.*

The RME also identifies an implementation program to encourage and require alternative means of transportation (e.g., vanpools, bus stops) for commercial and industrial uses that have the potential to generate high volumes of traffic.

4.1.3 Thresholds of Significance

The determinations of significance of project impacts are based on applicable policies, regulations, goals, and guidelines defined by CEQA and SBCAPCD's *Scope and Content for Air Quality Sections in Environmental Documents* (SBCAPCD 2017).

4.1.3.1 Air Quality and Greenhouse Gas Emissions Thresholds

Pursuant to the State CEQA Guidelines, the project would be considered to have a significant effect on air quality if the effects exceed the significance criteria described below:

a. Conflict with or obstruct implementation of the applicable air quality plan.

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.

c. Expose sensitive receptors to substantial pollutant concentrations.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

According to the SBCAPCD, construction-related emissions would have a potentially significant impact if emissions were to exceed 25 tons per year of either reactive organic gases (ROGs) or NO_x. In addition, the SBCAPCD recommends incorporation of standard mitigation measures to minimize localized air quality impacts commonly associated with construction activities and to ensure consistency with air quality attainment and maintenance efforts. According to SBCAPCD, long-term air quality impacts would have a potentially significant impact if operation of the project would:

- Emit (from all project sources, including area, stationary, and mobile sources) more than 240 pounds per day (lbs/day) of either ROG or NO_x, or more than 80 lbs/day of PM_{10};
- Emit (from mobile sources only) more than 25 lbs/day of either ROG or NO_x;
- Cause or contribute to a violation of any NAAQS or CAAQS;
- Exceed the SBCAPCD health risk public notification thresholds adopted by the SBCAPCD Board (10 excess cancer cases in 1 million for cancer risk and a Hazard Index of more than one for noncancer risk); and/or
- Be inconsistent with the latest adopted federal and state air quality plans.

Pursuant to the State CEQA Guidelines, the project would be considered to have a significant effect on GHG emissions if the effects exceed the significance criteria described below:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

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

4.1.3.2 Energy Thresholds

Pursuant to the State CEQA Guidelines, the project would be considered to have a significant effect on energy if the effects exceed the significance criteria described below:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.1.4 Impact Assessment and Methodology

4.1.4.1 Air Quality and Greenhouse Gas Quantification

4.1.4.1.1 SHORT-TERM CONSTRUCTION AIR POLLUTANT EMISSIONS

Short-term construction emissions associated with the proposed project were calculated based on the Revised Project's Conceptual Development Plan using the California Emission Estimator Model (CalEEMod), version 2016.3.2, computer program. Emissions were quantified for site preparation, grading, building construction, paving, and architectural coating. Detailed construction estimates, including construction schedules and equipment requirements, were provided by the Applicant. Construction-generated emissions were calculated with and without implementation of fugitive dust control measures and use of Tier 3 off-road equipment. Due to anticipated reductions in future fleet-average emission rates, emissions for post-year 2021 conditions would likely be less. Construction modeling assumptions are summarized in Table 4.1-3.

Table 4.1-3. Summary of Construction Modeling Assumptions

Assumption	Unit
Construction Start Date	January 1, 2021
Construction End Date	September 30, 2023
Amount of Fill to be Imported/Exported	0/0 cubic yards
Total Area to Be Graded	24.5 acres
Total Area to Be Paved	10 acres
Number of New Trees	340
Number of Trees Removed	10
Regional Basin[1]	152,460 square feet

[1] Conservatively assumes regional basin would be constructed during the site grading phase.

4.1.4.1.2 LONG-TERM OPERATIONAL AIR POLLUTANT 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] 2020; Appendix C). The CalEEMod computer program is based on the 2016 building and energy-efficiency standards. These standards were most recently updated in 2018. In comparison to the 2016 standards, these newer standards are projected to achieve additional reductions in energy use of approximately 30% for nonresidential buildings (AMBIENT 2020a). Anticipated reductions in energy use associated with the newer building code are predominantly associated with increases in energy-efficient lighting requirements. The use of water-efficient irrigation systems, water-efficient building fixtures, and energy-efficient appliances is also required by the CBC. Operational emissions were quantified to include reductions in energy and water use, consistent with current building standards. Utility intensity factors were adjusted to reflect compliance with the state's renewable portfolio standards. All other assumptions were based on modelled defaults from CalEEMod for the northern portion of Santa Barbara County.

Within Santa Barbara County, each service provider is required to recover or divert from landfilling a specific percentage of material collected in each service area. These requirements are part of the County's overall program for meeting the state's goal of diverting 75% of the waste generated from landfills,

consistent with the statewide goal. Emissions associated with waste generation for the proposed project were based on an assumed waste-diversion rate of 75%, consistent with current waste-diversion requirements. Vehicle trip-generation rates were derived from the traffic analysis prepared for this project (CCTC 2020). Emissions were adjusted to include EMission FACtors (EMFAC) model off-model adjustment factors to account for the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, Part One, adopted by the EPA and NHTSA, in accordance with CARB recommendations. Operational emissions were quantified for an assumed initial operational year of 2023. GHG emissions were also quantified for year 2030 conditions. All other modeling assumptions were based on default parameters contained in the CalEEMod computer program for the northern portion of Santa Barbara County. Mobile source emissions of criteria air pollutants and GHGs were quantified with and without incorporation of the following transit and pedestrian measures:

- **Increase Transit Accessibility.** 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.)
- **Improve the Pedestrian Network.** Include on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment. Link on-site pedestrian walkways to adjacent off-site pedestrian walkways.

4.1.4.1.3 CONSTRUCTION AND OPERATIONAL GHG EMISSIONS

GHG emissions were evaluated by using a GHG-efficiency threshold initially 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) based on CARB's GHG emissions inventory identified in the *California's 2017 Climate Change Scoping Plan* (CARB 2017). Emissions sectors that do not apply to the proposed project (i.e., industrial agriculture) were excluded from the calculation. The GHG emissions inventory for the land use sectors applicable to the proposed project were then divided by the projected service population. The service population was calculated based on the most current population and employment projections derived from the California Department of Finance Demographic Research Unit and California Employment Development Department, respectively. Based on the methodology detailed in Table 4.1-4, project-generated GHG emissions that would exceed the efficiency threshold of 4.2 $MTCO_2e$/SP/year in year 2023 or 3.3 $MTCO_2e$/SP/year in 2030 would be considered to have potential to conflict with state and local GHG-reduction planning efforts. To be conservative, amortized construction generated GHG emissions were included in annual operational GHG emissions estimates.

Table 4.1-4. Project-Level Greenhouse Gas Efficiency Threshold Calculations

	2023	2030
Land Use Sectors GHG Emissions Target ($MTCO_2e$/year)	255	213
Population	41,659,526	43,939,250
Employment	19,442,770	20,795,940
Service Population	61,102,296	64,735,190
GHG Efficiency Threshold ($MTCO_2e$/SP/year)	4.2	3.3

Note: Employment data for interim years are estimated on proportionality with population trends based on historical date. Based on AB 32 Scoping Plan's land use inventory sectors for years 2024 and 2030; includes transportation sources.

Source: AMBIENT 2020a.

4.1.4.2 Energy

Fuel usage and consumption rates were derived, in part, from information derived from CalEEMod, version 2016.3.2, and EMFAC Model 2017, version 1.0.2. Fuel usage was converted to British Thermal Units (BTUs) based on energy-coefficient rates (i.e., BTU per gallon of diesel, BTU per gallon of gasoline, BTU per kilowatt-hour [kWh]) derived from the USEIA. Energy use associated with project operations included electricity and natural gas use. Usage rates were derived from the CalEEMod emissions modeling conducted for this project and converted to BTUs using an energy coefficient. Annual energy use associated with indoor and outdoor water use/conveyance was calculated based on the usage rates and electric intensity factor provided in CalEEMod and also converted to BTUs for comparison purposes.

4.1.5 Project-Specific Impacts and Mitigation Measures

4.1.5.1 Air Quality

4.1.5.1.1 WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN?

In order to be determined to be 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*, and the project must be consistent with the policies adopted in the *2019 Ozone Plan*. Additionally, in determining consistency with the *2019 Ozone Plan*, commercial and industrial projects must be tracked pursuant to the local CMP and are determined to be consistent with the *2019 Ozone Plan* if they are consistent with SBCAPCD rules and regulations.

The 2007 Certified EIR concluded that the Specific Plan would result in development of the site with land uses that were accounted for in the 2004 Clean Air Plan (CAP) (SBCAPCD 2004) emissions inventory. The Specific Plan included various improvements, including, but not limited to, provision of bus stops and shelters along Enterprise Parkway and along Airport Drive, a Class II bike lane (in street) within Foxenwood Lane, and a future Park and Ride facility supporting bus transit in the southeastern corner of the project area adjacent to SR 135 that would also be accessible by various bikeways. However, the Specific Plan would not directly implement CAP TCM 1; therefore, the Specific Plan was considered potentially inconsistent with the 2004 CAP and mitigation was identified to reduce this impact to a less-than-significant level through requiring distribution of alternative transportation information on a public-facing bulletin board and/or to property owners upon occupancy. With implementation of this measure, potential impacts associated with a conflict with the Ozone Plan were reduced to less than significant.

The Revised Project would allow for the 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. Like the Approved Project, the Revised Project would improve the city's jobs/housing balance by providing additional employment opportunities in the city. Therefore, the project would be overall consistent with the growth assumptions in the *2019 Ozone Plan*.

The Revised Project would allow for future development of the area that was identified for the future provision of a Park and Ride facility in the Specific Plan. This facility was intended to support bus transit to downtown Santa Maria and be accessible by various bikeways (City of Santa Maria 2007). While the Conceptual Development Plan does not currently include identification of a Park and Ride Facility on-site, the Revised Project's proposed changes to the general plan and zoning designations of the site would not preclude the future construction of a Park and Ride facility on-site. Provision of a Park and Ride facility within the project site would demonstrate project consistency with TCM T-9. Due to the project

site's proximity to SR 135 and location along the southern border of the city, it is anticipated that a Park and Ride facility at this location would effectively increase rideshare usership and use of proximate bike and transit facilities within the general vicinity. Mitigation Measure AQ/mm-1.1 has been identified to require construction of a Park and Ride facility on-site at the time of building permit application for development within the project area. While the final size and capacity shall be determined through consultation with SBCAG and City staff, a 1.2-acre area located north of the detention basin shown on the Conceptual Development Plan has been verified by the Applicant as the ideal location for such a facility and this area could accommodate a Park and Ride facility of up to 120 parking spaces. Based on a preliminary analysis of other Park and Ride facilities in the region detailed in Table 4.1-5, a 120-space maximum capacity lot would be more than sufficient for meeting the purpose and intent of this mitigation measure and TCM T-9.

Table 4.1-5. Park and Ride Facilities Within Revised Project Region

Park and Ride Facility Name	Location	Number of Spaces
Orcutt East	East Clark Avenue, Orcutt	19
Orcutt West	West Clark Avenue, Orcutt	41
SR 246 / SR 154	SR 246 / SR 154, Santa Ynez	20
Route 41 East	SR 41 – East of Atascadero, San Luis Obispo	48
Santa Margarita	US 101 / SR 58, Santa Margarita	16
Halcyon Road / RTE 101	Southwest side of Halcyon Road Intersection, Arroyo Grande	48
Santa Barbara Road / US 101	Northbound Santa Barbara Road offramp, Atascadero	16
Curbaril Avenue / US 101	Northbound Curbaril Avenue ramps, Atascadero	42
Las Tablas / US 101	Southwest quad Las Tablas Intersection, Templeton	45
	Average Number of Spaces	**33**

Source: Caltrans 2019

The project site would be bisected by Foxenwood Lane, which currently supports a Class II bike lane in both directions. Provision of a Class I bike lane as required by Mitigation Measure TR/mm-1.2 would be consistent with TCM T-10 (Bicycle and Pedestrian Programs). Similar to the Approved Project, the Revised Project currently does not include any components or measures that would demonstrate consistency with TCM T-1, Trip Reduction Program. Therefore, Mitigation Measure AQ-1(a) of the 2007 Certified EIR has been identified as Mitigation Measure AQ/mm-1.1 below to require distribution of alternative traffic information to demonstrate consistency with the *2019 Ozone Plan*.

AQ Impact 1	
The project would have the potential to result in a conflict with or obstruct implementation of the applicable air quality plan.	
Mitigation Measures	
AQ/mm-1.1	*Implement 2007 Certified EIR Measure AQ-1(a):* ***Distribution of Alternative Transportation Information.*** *Future industrial and commercial uses shall provide an on-site bulletin board specifically for the posting of bus schedules and notices of availability for carpooling and/or such information shall be distributed to property owners upon occupancy. The information shall include descriptions of carpooling and vanpooling and bus schedules with routes most accessible to the development. Information on*

AQ Impact 1	
	purchasing less-polluting or alternatively fueled vehicles, which is available from the SBCAPCD, shall also be included. The wording of the noticing shall be submitted to the City Community Development Department for approval and the Community Development Department shall verify and approve the noticing prior to issuance to occupancy permits.
AQ/mm-1.2	***Park and Ride Facility.*** *At the time of application for building permits for development on the project site, the Applicant shall include plans for the development of a Park and Ride facility on-site that shall provide a minimum of 33 parking spaces and a minimum of two bike lockers. The Applicant shall coordinate with SBCAG and City staff to determine the appropriate final size of the facility based on local need and location of the facility. The Park and Ride facility shall connect with proximate bikeway and pedestrian infrastructure elements and approval of the Park and Ride facility building permits must be secured prior to occupancy of other uses on-site.*
Residual Impacts	
With implementation of the identified mitigation measures, potential impacts associated with a conflict with or obstruction of implementation of the applicable air quality plan would be considered less than significant with mitigation.	

4.1.5.1.2 WOULD THE PROJECT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT?

The 2007 Certified EIR concluded that buildout of future development projects in accordance with the Specific Plan would result in an increase in air pollutant emissions within the Santa Barbara County portion of the SCCAB. The significance of air quality impacts associated with individual development projects were determined to depend on project components and mitigation feasibility; however, the cumulative impacts of development of the Specific Plan area were considered to be a significant but mitigatable impact. The 2007 Certified EIR concluded with implementation of Specific Plan policies and programs and Mitigation Measure AQ-1(a), residual impacts would be less than significant and less than cumulatively considerable.

The Revised Project would allow for future development that would result in both short-term construction-related impacts and long-term operational impacts. Grading and construction activities would result in the creation of construction dust, as well as short-term construction vehicle emissions. Fugitive dust emissions would result from land clearing, ground excavation, cut and fill operations, and equipment traffic. Combustion emissions, such as NO_x and DPM, are most significant when using large diesel-fueled scrapers, loaders, dozers, haul trucks, compressors, generators, and other types of equipment. Operational impacts would include any emissions generated by operation and maintenance of the facilities, and mobile vehicle emissions of project site delivery trucks, employees, and customers. Based on the proposed Conceptual Development Plan, construction-generated emissions without and with implementation of fugitive dust control measures are summarized in Tables 4.1-6 and 4.1-7, respectively.

Table 4.1-6. Annual Construction Emissions without Fugitive Dust Control Measures

	Emissions (Tons/Year)*										
					PM_{10}			$PM_{2.5}$			
Year	ROG	NO_x	CO	SO_X	FUG	EXH	TOT	FUG	EXH	TOT	$MTCO_2e$
2021	0.78	4.92	4.16	0.01	0.60	0.21	0.81	0.24	0.20	0.43	784.86
2022	2.11	4.19	4.49	0.01	0.27	0.16	0.43	0.07	0.16	0.23	907.48
2023	1.58	2.96	3.45	0.01	0.20	0.11	0.31	0.05	0.11	0.16	697.88
SBCAPCD Significance Thresholds	25	25	--	--	--	--	--	--	--	--	--
Exceeds Significance Thresholds?	NO	NO	--	--	--	--	--	--	--	--	--

* FUG=Fugitive; EXH=Exhaust

Note: Construction emissions were quantified based on project-specific information and default parameters contained in the CalEEMod computer program for northern Santa Barbara County. Does not include application of dust control measures. Totals may not sum due to rounding.

Table 4.1-7. Annual Construction Emissions with Fugitive Dust Control Measures and Tier 3 Off-Road Equipment

	Emissions (Tons/Year)*										
					PM_{10}			$PM_{2.5}$			
Year	ROG	NO_x	CO	SO_X	FUG	EXH	TOT	FUG	EXH	TOT	$MTCO_2e$
2021	0.51	3.83	4.59	0.01	0.32	0.17	0.50	0.12	0.17	0.29	784.86
2022	1.90	4.07	4.82	0.01	0.27	0.19	0.45	0.07	0.19	0.26	907.48
2023	1.44	3.04	3.74	0.01	0.20	0.15	0.34	0.05	0.15	0.20	697.88
SBCAPCD Significance Thresholds	25	25	--	--	--	--	--	--	--	--	--
Exceeds Significance Thresholds?	NO	NO	--	--	--	--	--	--	--	--	--

* FUG=Fugitive; EXH=Exhaust

Note: Construction emissions were quantified based on project-specific information and default parameters contained in the CalEEMod computer program for northern Santa Barbara County. Includes watering of exposed graded surfaces and on-site vehicle travel areas and maximum allowable on-site vehicle speed of 15 mph for the control of fugitive dust and use of heavy-duty off-road equipment meeting Tier 3 emission standards. Totals may not sum due to rounding.

As shown, construction emissions would not exceed SBCAPCD's recommended thresholds of significance of 25 tons per year for either ROG or NO_x. The SBCAPCD has not adopted significance thresholds for other construction-related emissions, such as fugitive dust. However, the SBCAPCD recommends inclusion of control measures to minimize localized impacts to nearby land uses and sensitive receptors. Recommended control measures include dust control measures as well as measures to reduce diesel-exhaust emissions from mobile sources. SBCAPCD-recommended significance thresholds and control measures are identified in Mitigation Measures AQ/mm-2.1 through AQ/mm-2.3. Upon implementation of these measures, project construction-related emissions would not result in a cumulatively considerable net increase in air pollutants for which the region is currently nonattainment.

The SBCAPCD has not identified recommended significance thresholds for annual operational emissions of criteria air pollutants. Daily operational emissions of criteria air pollutants for opening year conditions, without and with implementation of standard pedestrian and transit improvements, are summarized in

Tables 4.1-8 and 4.1-9, respectively. As indicated in the tables, the total daily operational emissions from all emission sources (e.g., area, energy use, mobile) would not exceed the SBCAPCD's significance thresholds of 240 lbs/day of ROG or NO_x, or 80 lbs/day of PM_{10}. However, maximum daily emissions of NO_x would exceed the SBCAPCD's significance threshold of 25 lbs/day for mobile sources (i.e., vehicles). 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. Although incorporation of these measures would reduce project operational mobile emissions of NO_x, the reduction based on installation of charging stations is generally not quantifiable at this time, and based on the model outputs presented in Table 4.1-9, implementation of pedestrian and transit improvements alone would not be significant enough to bring emissions below the daily emissions threshold. Therefore, even after implementation of mitigation measures identified below, maximum daily emissions of NO_x would likely still be significant. Therefore, the project would result in a significant unavoidable impact associated with operational mobile emissions of NO_x. It is important to note that the emission estimates provided in these tables are very conservative, as the Transportation Impact Study (TIS) prepared for the project (CCTC 2020) 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.

Table 4.1-8. Maximum Daily Operational Emissions without Pedestrian and Transit Improvements

	Emissions (Pounds/Day)									
					PM_{10}			$PM_{2.5}$		
Source	**ROG**	**NO_x**	**CO**	**SO_X**	**FUG**	**EXH**	**TOT**	**FUG**	**EXH**	**TOT**
Area	7.55	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural gas use	0.12	1.11	0.94	0.01	0.00	0.09	0.09	0.00	0.09	0.09
Mobile Sources[1]	20.71	**59.13**	158.62	0.32	27.42	0.30	27.72	7.35	0.28	7.63
Total All Sources	28.38	60.24	159.66	0.33	27.42	0.39	27.81	7.35	0.37	7.72
SBCAPCD Threshold (All Sources)	240	240	--	--	--	--	80	--	--	--
Exceeds Threshold?	NO	NO					NO			
SBCAPCD Threshold (Mobile Sources)	25	25								
Exceeds Threshold?	NO	**YES**								

[1] Mobile source emissions were adjusted to reflect internal capture trips, based on information derived from the traffic analysis prepared for this project (CCTC 2020). Includes SAFE Vehicle Off-Model Adjustment Factors.

Table 4.1-9. Maximum Daily Operation Emissions with Pedestrian and Transit Improvements

	Emissions (Pounds/Day)									
					PM_{10}			$PM_{2.5}$		
Source	ROG	NO_x	CO	SO_X	FUG	EXH	TOT	FUG	EXH	TOT
Area	7.49	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural gas use	0.12	1.11	0.94	0.01	0.00	0.09	0.09	0.00	0.09	0.09
Mobile Sources[1]	20.65	58.75	157.24	0.30	26.87	0.29	27.17	7.20	0.28	7.48
Total All Sources	28.32	**59.86**	158.27	0.31	26.87	0.38	27.26	7.20	0.37	7.57
SBCAPCD Threshold (All Sources)	240	240	--	--	--	--	80	--	--	--
Exceeds Threshold?	NO	NO					NO			
SBCAPCD Threshold (Mobile Sources)	25	25								
Exceeds Threshold?	NO	**YES**								

[1] Mobile source emissions were adjusted to reflect internal capture trips, based on information derived from the traffic analysis prepared for this project (CCTC 2020). Includes SAFE Vehicle Off-Model Adjustment Factors.

AQ Impact 2

The project would result in a cumulatively considerable net increase of criteria pollutants that exceed applicable SBCAPCD thresholds.

Mitigation Measures

AQ/mm-2.1 ***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.

c. 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.

d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.

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.

f. 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 land use clearance for map recordation and land use clearance for finish grading of the structure.

AQ Impact 2

AQ/mm-2.2 ***Equipment Emissions Control Measures.*** *During project grading and construction, the Applicant shall adhere to the following measures to reduce NO_x and $PM_{2.5}$ emissions from construction equipment:*

a. *All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an SBCAPCD permit.*
b. *Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-use Off-road Diesel Vehicles (13 CCR Chapter 9, Section 2449), the purpose of which is to reduce diesel PM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.*
c. *All commercial diesel vehicles are subject to 13 CCR 2485, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to 5 minutes; electric auxiliary power units should be used whenever possible.*
d. *Diesel construction equipment meeting the CARB Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.*
e. *Diesel-powered equipment should be replaced by electric equipment whenever feasible.*
f. *If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts, and diesel particulate filters as certified and/or verified by the EPA or State of California.*
g. *Catalytic converters shall be installed on gasoline-powered equipment, if feasible.*
h. *All construction equipment shall be maintained in tune per the manufacturer's specifications.*
i. *The engine size of construction equipment shall be the minimum practical size.*
j. *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.*

AQ/mm-2.3 ***Application of Standard CBACT.*** *Best available control technology for construction equipment (CBACT) shall be applied to all construction equipment during any proposed construction, based on SBCAPCD standards. CBACT technology may include the following: fuel injection timing retard of 2 degrees, installation of high pressure injectors, and/or coating of internal combustion surfaces (cylinder head, pistons, and valves). The use of reformulated (low sulfur) diesel fuel is now required by the CARB (Amend 13 CCR 2281).*

AQ/mm-2.4 ***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

AQ Impact 2	
	Charging stations shall be located in desirable and convenient locations so as to encourage use.
AQ/mm-2.5	***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. Provide a pedestrian-friendly and interconnected streetscape with good access to/from the development uses for pedestrians, bicyclists, and transit users. Features may include, but not be limited to, appropriate signalization and signage, orienting buildings towards streets with automobile parking in the rear, etc.;* *b. Provide bicycle racks along main travel corridors adjacent to commercial developments;* *c. Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment;* *d. 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;* *e. 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;* *f. Encourage non-commercial land uses (e.g., offices, etc.) to provide a bicycle-share program; and* *g. Promote available programs and facilities providing transportation options for residents and businesses (e.g., rideshare, bicycle share, transit, etc.).*
Residual Impacts	
Potential impacts associated with a cumulatively considerable net increase of criteria air pollutants that exceed applicable SBCAPCD thresholds would be significant and unavoidable.	

4.1.5.1.3 WOULD THE PROJECT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?

Sensitive land uses near the project site include residential areas located to the east and south, approximately 200 feet from proposed development activities. Based on the proposed Conceptual Development Plan, air pollutant emissions modeling concluded that the project would not generate substantial air pollutant concentrations that would exceed local thresholds or substantially affect sensitive receptors during construction (see Table 4.1-6, above).

Particulate emissions from diesel exhaust are classified as carcinogenic by the State of California. The following measures are required to be shown on grading and building plans and be adhered to throughout grading, hauling, and construction activities by state law:

- All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an SBCAPCD permit.
- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use Off-Road Diesel Vehicles (13 CCR 2449), the purpose of which is to reduce NO_x, DPM, and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.

- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles (13 CCR 2025), the purpose of which is to reduce DPM, NO_x, and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. On-road heavy-duty trucks shall comply with the State On-Road Regulation. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.
- All commercial off-road and on-road diesel vehicles are subject, respectively, to 13 CCR 2449(d)(3) and 2485, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to 5 minutes; electric auxiliary power units should be used whenever possible.

Due to the proximity to sensitive receptors (less than 1,000 feet) and scale of future construction activities, project emissions associated with the buildout of the proposed Conceptual Development Plan could result in short-term significant effects on nearby sensitive receptors. In addition to measures required by state law, diesel idling control measures recommended by SBCAPCD have been identified in Mitigation Measure AQ/mm-3.1 to reduce impacts associated with construction-related DPM emissions to less than significant. Implementation of standard dust control and equipment maintenance measures, as detailed in Mitigation Measure AQ/mm-2.1 through AQ/mm-2.3, would reduce potential impacts associated with construction-related fugitive dust emissions to less than significant.

Based on emissions modeling summarized in Tables 4.1-8 and 4.1-9, operational air pollutant emissions from mobile sources would be substantial and would therefore have the potential to expose nearby sensitive receptors to substantial pollutant concentrations. Mitigation measures have been identified to require installation of EV charging stations within the project parking areas as well as preparation and 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 participation in rideshare and carpool programs. Although incorporation of these measures would reduce project operational mobile emissions, based on air emissions modeling, maximum daily emissions of NO_x would still be significant. Therefore, the project would result in a significant, unavoidable impact associated with exposure of sensitive receptors to substantial pollutant concentrations. It is important to note that the emission estimates provided in the above-referenced tables are very conservative, as the TIS prepared for the project (CCTC 2020) 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.

AQ Impact 3
The project would have the potential to expose sensitive receptors to substantial pollutant concentrations.
Mitigation Measures
Implement Mitigation Measures AQ/mm-2.1 through AQ/mm-2.5. *AQ/mm-3.1* ***Diesel Idling 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 should be used to the maximum extent feasible.* *b. On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible.* *c. Diesel-powered equipment should be replaced by electric equipment whenever feasible.*

AQ Impact 3
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 should be minimized by requiring carpooling and providing for lunch on-site.*
Residual Impacts
With implementation of the identified mitigation measures, potential impacts associated with exposure of sensitive receptors to substantial pollutant concentrations would be less than significant with mitigation.

4.1.5.1.4 WOULD THE PROJECT RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?

The project site is not located in an area with potential for naturally occurring asbestos (Van Gosen and Clinkenbeard 2011) and does not include the demolition of existing structures or roadways with potential for asbestos-containing materials or lead-based paint.

The project would allow for the future development of the proposed Conceptual Development Plan. Construction activities associated with buildout of the Conceptual Development Plan would have the potential to emit odors from diesel equipment, paints, solvents, fugitive dust, and adhesives. Odors from construction activities would be intermittent and temporary, and generally would not extend beyond the construction area. The proposed project does not include any components or operational activities expected to generate substantial odor. The project is also bound by the east and south by SR 135 and Union Valley Parkway, which would allow odors to dissipate considerably before reaching odor-sensitive land uses, including residents on the opposite side of those roadways. Due to the temporary and intermittent nature of construction odors, the project would not result in objectionable odors affecting a substantial number of people; therefore, potential impacts would be less than significant, and no mitigation measures are necessary.

AQ Impact 4
The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.
Mitigation Measures
No mitigation necessary.

AQ Impact 4
Residual Impacts
Potential impacts associated with other emissions (such as those leading to odors) would be less than significant.

4.1.5.2 Greenhouse Gas Emissions

4.1.5.2.1 WOULD THE PROJECT GENERATE GREENHOUSE GAS EMISSIONS THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?

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-generated GHG emissions would range from approximately 697.8 to 907.4 $MTCO_2e$/year. In total, construction of the Conceptual Development Plan would generate approximately 2,390 $MTCO_2e$. When amortized over an approximate 30-year project life, annual construction-generated GHG emissions would average approximately 79.7 $MTCO_2e$/year.

Annual operational GHG emissions without and with implementation of pedestrian and transit improvements, are summarized for opening year 2023 and 2030 in Tables 4.1-10 and 4.1-11, respectively. With the inclusion of amortized construction GHG emissions, year 2023 operational emissions would total approximately 4,912.7 $MTCO_2e$/year without implementation of pedestrian improvements. With continued improvements in vehicle emission standards, annual operational emissions are projected to decrease to approximately 4,766.8 $MTCO_2e$/year by year 2030. With implementation of standard measures to promote the use of alternative means of transportation (e.g., pedestrian, bicycle, transit improvements), annual operational GHG emissions would be reduced to approximately 4,842.5 $MTCO_2e$/year and 4,696.5 $MTCO_2e$/year for years 2023 and 2030, respectively.

The service population for nonresidential development is typically quantified based on the estimated number of on-site employees. The proposed project is estimated to have a total of approximately 440 on-site employees. Based on this estimate, operational GHG emissions, with the inclusion of measures to promote alternative means of transportation, would total approximately 11.0 $MTCO_2e$/SP in year 2023 and 10.7 $MTCO_2e$/SP in year 2030.

An analysis of mobile source emissions for future operational year 2030 conditions in comparison to business-as-usual (BAU) 2005 conditions is provided in Table 4.1-10. In comparison to BAU 2005 conditions, project-related mobile source emissions would represent an approximate 27.8% reduction in emissions. This reduction includes improvements in vehicle emissions standards that have occurred since the year 2005 baseline conditions, as well as reductions associated with implementation of measures that would promote the use of alternative means of transportation, including implementation of on-site pedestrian improvements that would link on-site uses to adjacent off-site uses and the installation of transit improvements (e.g., transit shelters, benches, bus pullouts). However, project-generated GHG emissions would exceed the thresholds of significance.

Mitigation Measure GHG/mm-1.1 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. Implementation of Mitigation Measures AQ/mm-1.1, AQ/mm-1.2, AQ/mm-2.4, and AQ/mm-2.5 would also result in a reduction of project GHG emissions through distribution of alternative transportation information, construction of a park and ride

facility on-site, installation of EV charging stations within the parking areas on-site as well as preparation and implementation of a transportation demand management program to incorporate pedestrian and bicycle facilities and other improvements to encourage customers and employees to use alternative modes of transportation, as well as participation in ride share and carpool programs.

Mitigation Measure GHG/mm-1.2 has been identified to require future development on-site to be served by CCCE, which will begin serving Santa Maria with 100% renewably sourced energy in January 2021. 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 project may still exceed the GHG-efficiency threshold after implementation of Mitigation Measures GHG/mm-1.1, AQ/mm-1.1, AQ/mm-1.2, AQ/mm-2.4, and AQ/mm-2.5.

The State CEQA Guidelines recommend several options for mitigating GHG emissions. State CEQA Guidelines Section 15126.4(C)(3) states that measures to mitigate the significant effects of GHG emissions may include "off-site measures, including offsets that are not otherwise required . . ." Through the purchase of GHG credits through voluntary participation in an approved registry, GHG emissions may be reduced at the project level. GHG reductions must meet the following criteria:

- Real: represent reductions actually achieved (not based on maximum permit levels);
- Additional/Surplus: not already planned or required by regulation or policy (i.e., not double counted);
- Quantifiable: readily accounted for through process information and other reliable data;
- Enforceable: acquired through legally binding commitments/agreements;
- Validated: verified through accurate means by a reliable third party; and
- Permanent: will remain as GHG reductions in perpetuity.

Therefore, Mitigation Measure GHG/mm-1.3 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. Upon implementation of Mitigation Measures GHG/mm-1.1, GHG/mm-1.2, AQ/mm-2.4, and AQ/mm-2.5, the project's contribution to cumulative GHG emissions could be reduced to less than significant. However, based on the range of effectiveness of these measures and numerous factors that can influence the overall emissions reduction quantification, the success of these measures cannot be guaranteed. Due to this uncertainty in achieving a reduction of GHG emissions below the applicable efficiency thresholds, the project would result in a significant unavoidable impact associated with GHG emissions.

Table 4.1-10. Annual Operational GHG Emissions – Year 2023

Source	Emissions ($MTCO_2e$/Year)	
	Without Standard Pedestrian and Transit Improvements	**With Standard Pedestrian and Transit Improvements**
Area	0.02	0.02
Electricity use (2016 T24)[1]	659.65	659.65
Electricity use (2019 T24)[1]	461.76	461.76
Natural gas use	222.61	222.61
Mobile sources[2]	4,271.42	4,199.42
Total all sources	5,076.72	5,073.90
Amortized Construction Emissions	79.7	79.7
Total with Amortized Construction Emissions	5,156.42	5,153.60
Project Service Population (SP)	440	440
Project ($MTCO_2e$/SP)	11.7	11.7
Significance Threshold ($MTCO_2e$/SP)	4.2	4.2

Note: Totals may not sum due to rounding.

[1] Electricity use was adjusted to reflect compliance with 2019 Building Energy Efficiency Standards. Under the new standards, nonresidential buildings will use about 30% less energy, compared to previous standards (CEC; May 9, 2018, Energy Commission Adopts Standards Requiring Solar Systems for New Homes, First in Nation.)

[2] Mobile source emissions include internal capture trips and pass-by trips based on information derived from the traffic analysis prepared for this project (CCTC 2020). Includes SAFE Vehicle Off-Model Adjustment Factors.

Table 4.1-11. Annual Operational GHG Emissions – Year 2030

Source	Emissions ($MTCO_2e$/Year)	
	Without Standard Pedestrian and Transit Improvements	**With Standard Pedestrian and Transit Improvements[2]**
Area	0.02	0.02
Electricity use (2016 T24)	451.12	451.12
Electricity use (2019 T24)[3]	315.78	315.78
Natural gas use	222.61	222.61
Mobile sources[4]	3,833.29	3,769.95
Total all sources	4,478.29	4,360.58
Amortized Construction Emissions	79.7	79.7
Total with Amortized Construction Emissions	4,557.90	4,440.28
Project Service Population (SP)	440	440
Project ($MTCO_2e$/SP)	10.4	10.1
Significance Threshold ($MTCO_2e$/SP)	3.3	3.3

Note: Totals may not sum due to rounding.

[1] Electricity use was adjusted to reflect compliance with 2019 Building Energy Efficiency Standards. Under the new standards, nonresidential buildings will use about 30% less energy, compared to previous standards. (CEC; May 9, 2018, Energy Commission Adopts Standards Requiring Solar Systems for New Homes, First in Nation.)

[2] Mobile source emissions include internal capture trips and pass-by trips, based on information derived from the traffic analysis prepared for this project (CCTC 2020). Includes SAFE Vehicle Off-Model Adjustment Factors.

GHG Impact 1

The project would have the potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Mitigation Measures

Implement Mitigation Measures AQ/mm-1.1, AQ/mm-1.2, AQ/mm-2.4, and AQ/mm-2.5.

GHG/mm-1.1 *At the time of application for building 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 City Community Development Department and shall include, to the extent possible, the following measures:*

- *a. Design roof trusses to handle dead weight loads of standard solar-heated water and photovoltaic panels;*
- *b. 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;*
- *c. Construction of buildings that achieve energy and water efficiencies beyond those specified in the CCR Title 24 requirements;*
- *d. Implementation of green building practices and/or cool roofs;*
- *e. Installation of energy-efficient equipment and appliances exceeding California Green Building Code (CALGreen) standards in effect at the time of building permit issuance;*
- *f. Installation of outdoor water conservation and recycling features, such as smart irrigation controllers and reclaimed water usage;*
- *g. Installation of low-flow bathroom and kitchen fixtures and fittings;*
- *h. Installation of light emitting diode (LED) lights;*
- *i. Implementation of waste reduction programs that may include waste minimization, waste diversion, composting, and material reuse/recycling;*
- *j. Provision of incentives and outreach that promote alternative transportation and transit use to future employees and patrons;*
- *k. Construction of bicycle and pedestrian-oriented facilities (e.g., bicycle parking spaces, bicycle racks, bicycle lockers, etc.);*
- *l. Promotion of alternative fuel vehicles;*
- *m. Implementation of carbon sequestration measures;*
- *n. Incorporate traffic-calming modifications to project roads to reduce vehicle speeds and increase pedestrian and bicycle usage and safety;*
- *o. 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;*
- *p. 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.);*
- *q. Encourage non-commercial land uses to provide a bicycle-share program;*
- *r. Encourage 15% of fleet vehicles owned by non-commercial land uses to be ZEVs;*

GHG Impact 1	
	s. Encourage a neighborhood EV/carshare program for the development; *t. Encourage non-residential land uses to provide a childcare facility on-site;* *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/mm-1.2	*At the time of development, the Applicant shall provide evidence to the City Community Development Department that all buildings to be located on-site would be serviced by CCCE, if CCCE (or any other clean energy provider) is an available electricity service provider in the city.*
GHG/mm-1.3	*If GHG emissions cannot be reduced below the 2020 and 2030 service population efficiency thresholds through implementation of the GGRP detailed in Mitigation Measures GHG/mm-1.1 and GHG/mm-1.2 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 City 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.*
Residual Impacts	
Potential impacts associated with generation of GHG emissions that may have a significant effect on the environment would be significant and unavoidable.	

4.1.5.2.2 WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING EMISSIONS OF GREENHOUSE GASES?

The City has not adopted a greenhouse gas reduction program to reduce emissions from proposed development. However, the project would be subject to state emissions reductions standards set forth in AB 32 and SB 32. GHG emissions resulting from the buildout of the proposed Conceptual Development Plan are provided in Table 4.1-10 and Table 4.1-11. With the inclusion of amortized construction GHG emissions, year 2023 operational emissions would total approximately 4,912.7 $MTCO_2e$/year without implementation of pedestrian improvements. With continued improvements in vehicle emission standards, annual operational emissions are projected to decrease to approximately 4,766.8 $MTCO_2e$/year by year 2030. With implementation of standard measures to promote the use of alternative means of transportation (e.g., pedestrian, bicycle, transit improvements), annual operational GHG emissions would be reduced to approximately 4,842.5 $MTCO_2e$/year and 4,696.5 $MTCO_2e$/year for years 2023 and 2030, respectively.

Based on information provided by the project Applicant, the proposed project is estimated to have a total of approximately 440 on-site employees. Based on this estimate, operational GHG emissions, with the inclusion of measures to promote alternative means of transportation, would total approximately 11.0 $MTCO_2e$/SP in year 2023 and 10.7 $MTCO_2e$/SP in year 2030. Total annual Revised Project-generated GHG emissions would exceed the service population thresholds of significance that were designed to determine consistency with AB 32 and SB 32 GHG reduction standards. Therefore, the Revised Project would have the potential to conflict with SB 32 and SB 32.

Mitigation Measure GHG-1 has been identified to require the preparation and implementation of an approved Greenhouse Gas Reduction Program (GGRP) to include a number of GHG reduction measures to reduce project-generated GHG emissions to the greatest extent possible. Implementation of Mitigation Measures AQ/mm-2.4 and AQ/mm-2.5 would also result in a reduction of project GHG emissions through installation of EV charging stations within the project parking areas, as well as preparation and 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 and participate in ride share and carpool programs. Although incorporation of these measures would reduce project GHG emissions, the overall effectiveness of these measures is difficult to quantify. Based on the project's projected exceedance of the GHG-efficiency threshold and estimation of GHG reductions that would be achieved by implementation of standard pedestrian and transit improvements (see Tables 4.1-10 and 4.1-11), the project would likely still exceed the GHG-efficiency threshold after implementation of identified mitigation (AMBIENT 2020a). Therefore, the project would result in a significant, unavoidable impact associated with a conflict with a conflict with applicable policies adopted for the purpose of reducing GHG emissions.

GHG Impact 2
The project would have the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.
Mitigation Measures
Implement Mitigation Measures GHG/mm-1.1, GHG/mm-1.2, GHG/mm-1.3, AQ/mm-1.1, AQ/mm-1.2, AQ/mm-2.4, and AQ/mm-2.5.

GHG Impact 2
Residual Impacts
Potential impacts associated with conflict with an applicable policy or regulation adopted for the purpose of reducing GHG emissions would be significant and unavoidable.

4.1.5.3 Energy

When the Certified EIR was approved in 2007, CEQA did not yet require the evaluation of a proposed project's impacts on the consumption of energy resources. A 2016 court case, Ukiah Citizens for Safety First v. City of Ukiah (248 Cal.App.4th 256), first confirmed that EIRs must include an energy analysis. In 2019, Energy was added to the State CEQA Guidelines Appendix G Checklist as a standalone section.

4.1.5.3.1 WOULD THE PROJECT RESULT IN A POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES?

The project would allow for the future development of the project site. Based on the proposed Conceptual Development Plan, energy use associated with construction and operation of future development is summarized in Table 4.1-12. Based on the CalEEMod emissions modeling conducted for the proposed project, annual construction-related energy use would average approximately 9,711 million British thermal units (MBTUs) per year. During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. The energy consumed during construction would be temporary in nature and would be typical of other similar construction activities in the city. Federal and state regulations in place require fuel-efficient equipment and vehicles and prohibit wasteful activities, such as diesel idling; therefore, potential impacts associated with construction energy use would be less than significant.

Table 4.1-12. Project Energy Use Summary

Source	Energy Use	
Construction[1]		
	Gallons	**MBTU**
Off-Road Equipment Fuel (Diesel)	142,928	19,636
On-Road Vehicle Fuel (Gasoline)	44,848	5,397
On-Road Vehicle Fuel (Diesel)	12,178	1,673
	Total Energy Use	**26,705**
	Construction Period (Years)	**2.75**
	Average Annual Energy Use	**9,711**
Operational – Year 2023[2]		
Fuel Use	**Gallons/Year**	**MBTU**
Mobile Fuel (Diesel)	68,613	9,426
Mobile Fuel (Gasoline)	374,327	45,044
	Total	**54,470**

Source	Energy Use	
Electricity Use	**kWh/Year**	**MBTU**
Electricity (kWh/year, MBTU)	3,032,849	10,348
Water Use, Treatment & Conveyance (kWh/year, MBTU)	198,600	678
	Total	**11,026**
Natural Gas Use	**kBTU/Year**	**MBTU**
Natural Gas	4,146,875	4,147
	Total All Sources	**69,643**
Operational – Year 2030[2]		
Fuel Use	**Gallons/Year**	**MBTU**
Mobile Fuel (Diesel)	58,755	8,072
Mobile Fuel (Gasoline)	287,723	34,623
	Total	**42,694**
Electricity Use	**kWh/Year**	**MBTU**
Electricity (kWh/year, MBTU)	3,032,849	10,348
Water Use, Treatment & Conveyance (kWh/year, MBTU)	198,600	678
	Total	**11,026**
Natural Gas Use	**kBTU/Year**	**MBTU**
Natural Gas	4,146,875	4,147
	Total All Sources	**57,867**

Note: kBTU = kilo-British thermal unit

[1] Construction energy use was calculated based on off-road and on-road fuel usage, including worker trips, vendor trips, and haul truck trips. Fuel usage was converted to BTUs for comparison purposes.

[2] Operational mobile fuel use is based on year 2023 and year 2030 operational conditions. Fuel use is anticipated to decrease in future years due to improvements in fuel-efficiency standards. Electricity use and natural gas usage rates are not anticipated to change significantly in future years. Does not reflect changes in source contributions (e.g., renewable, non-renewable sources). Energy usage was converted to BTUs for comparison purposes.

Source: AMBIENT 2020b

As shown in Table 4.1-12, annual energy use associated with project operations would total roughly 69,643 MBTUs per year under year 2023 operational conditions. By year 2030, energy use is projected to decrease to approximately 57, 867 MBTUs, due largely to improvements in vehicle fuel-efficiency standards (AMBIENT 2020b).

The City has recently opted into an agreement with CCCE to be the primary electricity service provider within the city. Therefore, future development on-site would likely be serviced by CCCE for its electricity needs, which would result in all development on-site relying on 100% renewable energy. The project would also be subject to energy conservation requirements in the California Energy Code (24 CCR Part 6, California's Energy Efficiency Standards for Residential and Nonresidential Buildings) and the California Green Building Standards Code (CALGreen) (24 CCR Part 11). Adherence to Title 24 requirements and implementation of Mitigation Measure AQ/mm-2.4 would ensure that the project would not result in wasteful or inefficient use of non-renewable resources due to building operation or vehicle trips. Therefore, potential impacts would be less than significant.

EN Impact 1
The project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.
Mitigation Measures
No mitigation necessary.
Residual Impacts
Potential impacts associated with wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant.

4.1.5.3.2 WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY?

The project would allow for the future buildout of the proposed Conceptual Development Plan. All future development on the project site would be required to be designed and constructed in full compliance with the CBC, including applicable green building standards and building energy efficiency standards. The project would not conflict with other goals and policies set forth in RME pertaining to renewable energy and energy efficiency. Therefore, potential impacts associated with conflict with a state or local plan for renewable energy or energy efficiency would be less than significant.

EN Impact 2
The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.
Mitigation Measures
No mitigation necessary.
Residual Impacts
Potential impacts associated with conflict with a state or local plan for renewable energy or energy efficiency would be less than significant.

4.1.6 Cumulative Impacts

4.1.6.1 Air Quality and Greenhouse Gas Emissions

The project's contribution to regional air quality pollutant and GHG emissions is considered in the context of other past, present, and reasonably foreseeable future projects within proximity to the proposed project site. As discussed in the impact analysis above, project mobile air pollutant emissions during operation would result in a cumulatively considerable net increase of operational NO_x emissions upon buildout of the Conceptual Development Plan.

As discussed previously, impacts associated with GHG emissions are cumulative in nature, rather than project specific. The effects of this project are evaluated based not upon the quantity of GHG emissions, but rather on whether the project is consistent with reduction strategies identified in AB 32 and SB 32. Because the project would result in GHG emissions in excess of an efficiency threshold based on SB 32 2030 emission targets, this impact would be cumulatively considerable.

4.1.6.2 Energy

The project's contribution to an increased need for energy is considered in the context of other past, present, and reasonably foreseeable future projects within proximity to the proposed project site. Significant cumulative impacts would occur if the proposed or surrounding projects identified would overburden energy facilities and/or contribute to the inefficient and negative impacts of increased energy usage, thereby resulting in significant combined impacts related to the need for development of new facilities and increased energy production. The project and other new development projects in the vicinity would be required to be designed and constructed in full compliance with the CBC, including applicable green building standards and building energy efficiency standards. Similar to the proposed Conceptual Development Plan, new development within the project vicinity would be required to be designed to meet current state energy efficiency standards and would be serviced by CCCE, which supplies 100% renewable energy; therefore, the project would not result in a cumulatively considerable impact on energy resources.

4.2 BIOLOGICAL RESOURCES

This section examines the potential effects to biological resources associated with the proposed General Plan and Specific Plan amendments and the zoning modification of the project site. This analysis considers natural communities, jurisdictional waters, critical habitats, and special-status species that are known to occur or have the potential to occur on the project site. This section evaluates potential impacts to biological resources that are reasonably foreseeable to result from future development of the site directly or indirectly. The Conceptual Development Plan provides the basis for reasonably foreseeable future development. For those instances where potential impacts to sensitive biological resources may occur, measures are proposed with the objective of avoiding, minimizing, or mitigating the impacts.

The information presented in this section is based on a biological survey of the site conducted in support of this evaluation and previous biological studies conducted in support of the 2007 Certified EIR. In addition to reviewing existing documents, this analysis considers data provided by the California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California, and U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) system. SWCA conducted surveys of the project site in direct support of this evaluation on September 6, 2019, and July 2, 2020.

4.2.1 Existing Conditions

The soil on the project site is mapped as Betteravia loamy sand and Oceano sand. These soils are derived from eolian sands, occur on dunes and terraces, are well drained, and do not have a hydric soil rating (U.S. Department of Agriculture [USDA] Natural Resources Conservation Service [NRCS] 2020). The elevation of the project site is approximately 320 feet above mean sea level. The project site is predominately flat with a gentle downward slope from the south to the north.

The project site is bordered by State Route (SR) 135 to the east, Foster Road to the north, Union Valley Parkway to the south, and a eucalyptus (*Eucalyptus* spp.) windrow to the west and northwest. Foxenwood Lane bisects the project site in a north–south direction. The project site is actively managed for agricultural production. During the 2019 survey, the agricultural areas were tilled and lacked vegetation. During the 2020 survey, the site supported strawberry crops. Mature eucalyptus windrows occur on the western border and the northwestern corner of the project site. Remnant coastal scrub associates, including California sagebrush (*Artemisia californica*) and coyote brush (*Baccharis pilularis* ssp. *consanguinea*) shrubs, are intermixed among the eucalyptus trees. Recently planted *Populus* saplings occur in the ruderal vegetation along the Foxenwood Lane rights-of-way. Mature landscaping, including trees and shrubs, occur at the southeast corner of the site. The remaining project site boundaries support ruderal vegetation with sporadic occurrences of California sagebrush and coyote brush. Ruderal vegetation is indicative of disturbed areas that have been significantly altered by construction, landscaping, or other types of land-clearing activities. The project site borders include Russian thistle (*Salsola australis*), black mustard (*Brassica nigra*), and other weedy species in the ruderal vegetation. The project site does not support any native plant communities. The remnant stand of coastal scrub associates in the Union Valley Parkway rights-of-way is not large enough to be considered a plant community (Figure 4.2-1).

A concrete stem wall runs the length of the southern project site boundary along Union Valley Parkway. The wall was installed as part of the Union Valley Parkway project and was intended to limit California tiger salamander (CTS) (*Ambystoma californiense*) dispersal from the project site onto Union Valley Parkway.

Figure 4.2-1. Habitat map.

4.2.1.1 Designated Critical Habitat

On November 24, 2004, the USFWS designated Critical Habitat for the Santa Barbara County CTS population (USFWS 2004). The project site is at the southwest corner of Critical Habitat Unit 1: Western Santa Maria/Orcutt. Unit 1 includes 4,135 acres west and southwest of the city of Santa Maria. This area encompasses the known CTS breeding sites extending from the Casmalia Hills on the south to the Santa Maria Airport on the north and from west of Black Road eastward to SR 135 (USFWS 2004).

4.2.1.2 Jurisdictional Waters

The project site does not support any waterways, wetlands, riparian areas, vernal pools, or other aquatic sites that could be considered waters of the United States (WOTUS) or waters of the state.

4.2.1.3 Special-Status Plant Species

For the purposes of this section, special-status plant species are defined as the following:

- Plants listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (ESA) (50 Code of Federal Regulations [CFR] Section 17.12 for listed plants and various notices in the *Federal Register* for proposed species).
- Plants that are candidates for possible future listing as threatened or endangered under the ESA.
- Plants that meet the definitions of rare or endangered species under the California Environmental Quality Act (CEQA) (State CEQA Guidelines Section 15380).
- Plants considered by CNPS to be "rare, threatened, or endangered" in California (CNPS California Rare Plant Rank [CRPR] 1, 2, and 3).
- Plants listed by CNPS as plants about which we need more information and plants of limited distribution (CNPS CRPR 4).
- Plants listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (CESA) (14 California Code of Regulations [CCR] Section 670.5).
- Plants listed under the California Native Plant Protection Act (NPPA; California Fish and Game Code [CFGC] Section 1900 et seq.).
- Plants considered sensitive by other federal agencies (i.e., U.S. Forest Service, Bureau of Land Management), state and local agencies, or jurisdictions.

Based on the CNDDB, CNPS, and IPaC data queries, 36 special-status plant species were reviewed to identify which special-status plants have been documented near the project site. The known habitat requirements of those species were compared to the project site's existing conditions, elevation, and soils, and the analysis determined that the project site does not provide suitable habitat for special-status plant species. This determination is largely based on the active agricultural management of the site and the resulting lack of native plants in the area.

Table 4.2-1 provides a description of the plant species reviewed and a rationale for expecting their presence or absence in the Specific Plan area.

Table 4.2-1. Special-Status Plant Species Investigated for Potential Occurrence

Species Name	Habitat and Distribution	Flower Season	Legal Status Federal/ State/CNPS	Rationale for Expecting Presence or Absence
Hoover's bent grass *Agrostis hooveri*	Sandy sites in chaparral, cismontane woodland, and valley and foothill grassland. Elevation: 60–600 meters.	April–July	--/--/1B.2	**Suitable Conditions Absent:** Although soils are appropriate for this species, the active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
Santa Margarita manzanita *Arctostaphylos pilosula*	Evergreen shrub; closed coniferous forest, chaparral, and cismontane woodland on shale soils. Elevation: 170–1,100 meters.	December–March	--/--/1B.2	**Suitable Conditions Absent:** The project site is at a lower elevation than the documented range of this species and does not contain shale soils or the appropriated community. The active agriculture on the project site precludes the presence of this species on the site. No *Arctostaphylos* species were observed in the project area.
La Purisima manzanita *Arctostaphylos purissima*	Perennial evergreen shrub; sandy soil among chaparral and coastal scrub. Elevation: 60–390 meters.	November–May	--/--/1B.1	**Suitable Conditions Absent:** The active agriculture on the project site precludes the presence of this species on the site. No *Arctostaphylos* species were observed in the project area.
sand mesa manzanita *Arctostaphylos rudis*	Evergreen shrub; maritime chaparral and coastal scrub with sandy soils. Elevation: 25–322 meters.	November–February	--/--/1B.2	**Suitable Conditions Absent:** The active agriculture on the project site precludes the presence of this species on the site. No *Arctostaphylos* species were observed in the project area.
Refugio manzanita *Arctostaphylos refugioensis*	Chaparral and sandstone. Elevation: 300–800 meters.	December–May	--/--/1B.2	**Suitable Conditions Absent:** The project site is at a lower elevation than the documented range of this species and does not contain sandstone-derived soils or the appropriated community. The active agriculture on the project site precludes the presence of this species on the site. No *Arctostaphylos* species were observed in the project area.
marsh sandwort *Arenaria paludicola*	Marshes and swamps, grows through dense mats of *Typha*, *Juncus*, *Scirpus*, etc. in freshwater marsh. Elevation: 10–170 meters.	May–August	FE/SE/1B.1	**Suitable Conditions Absent:** The project site does not support the appropriate mesic conditions for this species. The active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.

Species Name	Habitat and Distribution	Flower Season	Legal Status Federal/ State/CNPS	Rationale for Expecting Presence or Absence
Mile's milk-vetch *Astragalus didymocarpus* var. *milesianus*	Annual herb; coastal scrub on clay soils. Elevation: 20–90 meters.	March–June	--/--/1B.2	**Suitable Conditions Absent:** The project site does not support clay soils or the appropriate community. The active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
Davidson's saltscale *Atriplex serenana* var. *davidsonii*	Coastal bluff scrub and coastal scrub/alkaline. Elevation: 10–200 meters.	April–October	--/--/1B.2	**Suitable Conditions Absent:** The site does not support suitable habitat. The active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
San Luis Obispo owl's-clover *Castilleja densiflora* ssp. *obispoensis*	Valley and foothill grassland. Elevation: 10–215 meters.	April	--/--/1B.2	**Suitable Conditions Absent:** The site does not support the appropriate community. The active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
Santa Barbara ceanothus *Ceanothus impressus* var. *impressus*	Perennial shrub; chaparral on sandy soils. Elevation: 40–470 meters.	February-April	--/--/1B.2	**Suitable Conditions Absent:** Although soils are appropriate for this species, the active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site. Impacts to this species are not expected.
coastal goosefoot *Chenopodium littoreum*	Annual herb; coastal dunes. Elevation: 10–30 meters.	April–August	--/--/1B.2	**Suitable Conditions Absent:** The project site does not support coastal dunes. **T**he active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
straight-awned spineflower *Chorizanthe rectispina*	Chaparral, cismontane woodland, and coastal scrub, often on granite in chaparral. Elevation: 355–1,035 meters.	April–July	--/--/1B.3	**Suitable Conditions Absent:** The project site is at a lower elevation than the documented range of this species. Soils on site are not conducive to this species. Species was not observed during surveys conducted in the appropriate season.

Species Name	Habitat and Distribution	Flower Season	Legal Status Federal/ State/CNPS	Rationale for Expecting Presence or Absence
surf thistle *Cirsium rhothophilum*	Coastal dunes, coastal bluff scrub, and open areas in central dune scrub; usually in coastal dunes. Elevation: 3–60 meters.	April–June	--/ST/1B.2	**Suitable Conditions Absent:** The project site does not contain coastal dunes. The active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
La Graciosa thistle *Cirsium scariosum* var. *loncholepis*	Cismontane woodland, coastal dunes, coastal scrub, marshes and swamps (brackish), and valley and foothill grassland; usually in mesic, sandy soils. Elevation: 4–220 meters.	May–August	FE/ST/1B.1	**Suitable Conditions Absent:** The project site does not support mesic conditions necessary for this species. The active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
California sawgrass *Cladium californicum*	Rhizomatous herb; meadows and seeps, and marshes and swamps (alkaline or freshwater). Elevation: 60–600 meters.	June–September	--/--/2B.2	**Suitable Conditions Absent:** The project site does not support mesic conditions necessary for this species. The active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
Pismo clarkia *Clarkia speciosa* ssp. *immaculata*	Sandy soils, openings in chaparral, cismontane woodland, and valley and foothill grassland; on ancient sand dunes not far from the coast. Elevation: 25–185 meters.	May–July	FE/SR/1B.1	**Suitable Conditions Absent:** The documented range of this species is north of Santa Maria. Although soils are appropriate for this species, the active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site. Impacts to this species are not expected.
seaside bird's-beak *Cordylanthus rigidus* ssp. *littoralis*	Annual herb; closed-cone coniferous forest, chaparral, cismontane woodland, coastal dunes, and coastal scrub with sandy soils; often found in disturbed sites. Elevation: 0–425 meters.	April–October	--/SE/1B.1	**Suitable Conditions Absent:** Although soils are appropriate for this species, the active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site. Impacts to this species are not expected.
Gaviota tarplant *Deinandra increscens* ssp. *villosa*	Annual herb in the Asteraceae family; coastal bluff scrub, coastal scrub, and valley and foothill grassland, typically associated with sandy soils. Elevation: 35–430 meters.	May–October	FE/SE/1B.1	**Suitable Conditions Absent:** Although soils are appropriate for this species, the active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site. Impacts to this species are not expected.

Species Name	Habitat and Distribution	Flower Season	Legal Status Federal/ State/CNPS	Rationale for Expecting Presence or Absence
dune larkspur *Delphinium parryi* ssp. *blochmaniae*	Perennial herb; maritime chaparral and coastal dunes with sandy or rocky soils. Elevation: 0–200 meters.	April–May	--/--/1B.2	**Suitable Conditions Absent:** Although soils are appropriate for this species, the active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
beach spectaclepod *Dithyrea maritima*	Coastal dunes, coastal scrub, seashores, sand dunes, and sandy places near the shore. Elevation: 3–50 meters.	March–May	--/ST/1B.1	**Suitable Conditions Absent:** The project site is not located on the shoreline. The active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
Blochman's dudleya *Dudleya blochmaniae* ssp. *blochmaniae*	Coastal scrub, chaparral, and valley and foothill grassland habitats on rocky outcrops in clay or serpentine soils. Elevation: 5–450 meters.	April–June	--/--/1B.1	**Suitable Conditions Absent:** The project site does not contain rocky outcrops, clay soil, or serpentine soil.
Blochman's leafy daisy *Erigeron blochmaniae*	Perennial rhizomatous herb; coastal dunes and coastal scrub on sandy soils. Elevation: 3–45 meters.	July–August	--/--/1B.2	**Suitable Conditions Absent:** Although soils are appropriate for this species, the active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
Lompoc yerba santa *Eriodictyon capitatum*	Ever green shrub; closed-cone coniferous forest and maritime chaparral with sandy soil. Elevation: 40–900 meters.	May–August	FE/SR/1B.1	**Suitable Conditions Absent:** Although soils are appropriate for this species, the project site does not support the appropriate community. The active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
mesa horkelia *Horkelia cuneata* ssp. *puberula*	Perennial herb; chaparral, cismontane woodlands, and coastal scrub in sandy or gravelly sites. Elevation: 70–810 meters.	February–September	--/--/1B.1	**Suitable Conditions Absent:** Although soils are appropriate for this species, the active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site. Impacts to this species are not expected.
Kellogg's horkelia *Horkelia cuneata* ssp. *sericea*	Perennial herb; closed-cone coniferous forest, maritime chaparral, and coastal scrub with sandy or gravelly openings. Elevation: 10–200 meters.	April–September	--/--/1B.1	**Suitable Conditions Absent:** Although soils are appropriate for this species, the active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.

Species Name	Habitat and Distribution	Flower Season	Legal Status Federal/ State/CNPS	Rationale for Expecting Presence or Absence
San Luis Obispo County lupine *Lupinus ludovicianus*	Chaparral, cismontane woodland, and open areas in sandy soils of the Santa Margarita formation. Elevation: 50–525 meters.	April–July	--/--/1B.2	**Suitable Conditions Absent:** The project site does not contain the appropriate soils. The active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
Nipomo Mesa Lupine *Lupinus nipomensis*	Annual herb; coastal dunes. Elevation: 10–50 meters.	December–May	FE/SE/1B.1	**Suitable Conditions Absent:** Although soils are appropriate for this species, the active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
southern curly-leaved monardella *Monardella sinuata* ssp. *sinuata*	Annual herb; sandy soil among chaparral, cismontane woodland, coastal dunes, and coastal scrub with openings. Elevation: 0–300 meters.	April–September	--/--/1B.2	**Suitable Conditions Absent:** Although soils are appropriate for this species, the active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site. Impacts to this species are not expected.
crisp monardella *Monardella undulata* ssp. *crispa*	Perennial and rhizomatous herb; coastal dunes among coastal scrub and maritime chaparral. Elevation: 10–120 meters.	April–August	--/--/1B.2	**Suitable Conditions Absent:** The active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR observed *Monardella undulata* north of Foster Road but not on the project site.
San Luis Obispo monardella *Monardella undulata* ssp. *undulata*	Perennial and rhizomatous herb; coastal dunes among coastal scrub and maritime chaparral on sandy substrates. Elevation: 10–200 meters.	May–September	--/--/1B.2	**Suitable Conditions Absent:** The active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR observed *Monardella undulata* north of Foster Road but not on the project site.
aparejo grass *Muhlenbergia utilis*	Perennial grass; coastal sage scrub, creosote bush scrub, and wetland/riparian areas. Elevation: N/A.	October-May	--/--/2B.2	**Suitable Conditions Absent:** The active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
Gambel's water cress *Nasturtium gambelii*	Rhizomatous herb; marshes and swamps (freshwater or brackish). Elevation: 5–330 meters.	April–October	FE/ST/1B.1	**Suitable Conditions Absent:** The project site does not support mesic conditions necessary for this species. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.

Species Name	Habitat and Distribution	Flower Season	Legal Status Federal/ State/CNPS	Rationale for Expecting Presence or Absence
coast woolly-heads *Nemacaulis denudata* var. *denudata*	Annual herb; coastal dunes. Elevation: 0–100 meters.	April–September	--/--/1B.2	**Suitable Conditions Absent:** The project site is not located on coastal dunes. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
short-lobed broomrape *Orobanche parishii* ssp. *brachyloba*	Parasitic perennial herb; coastal bluff scrub, coastal dunes, and coastal scrub in sandy soil. Elevation: 3–305 meters.	April–October	--/--/4.2	**Suitable Conditions Absent:** The project site is not located on coastal dunes. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
black-flowered figwort *Scrophularia atrata*	Closed-cone coniferous forest, chaparral, coastal dunes, coastal scrub, riparian scrub; around swales and in sand dunes; and sand, diatomaceous shale, and soils derived from other parent material. Elevation: 10–250 meters.	March–April	--/--/1B.2	**Suitable Conditions Absent:** Although soils are appropriate for this species, the active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.
San Bernardino aster *Symphyotrichum defoliatum*	Rhizomatous herb; cismontane woodland, coastal scrub, and foothill grassland near ditches and springs. Elevation: 2–2,040 meters.	July–November	--/--/1B.2	**Suitable Conditions Absent:** The project site does not support the appropriate communities. The active agriculture on the project site precludes the presence of this species on the site. Surveys conducted in support of the 2007 Certified EIR and this SEIR did not identify this species on the site.

General references: Baldwin et al. 2012. All plant descriptions paraphrased from CNPS 2020.

Status Codes

--= No status

Federal: FE = Federal Endangered; FT=Federal Threatened

State: SE=State Endangered; ST= State Threatened; SR= State Rare

CNPS CRPR: ***1B*** **=** rare, threatened, or endangered in California and elsewhere; ***2*** **=** rare, threatened, or endangered in California, but more common elsewhere; ***3*** **=** plants that about which more information is needed; ***4*** **=** a watch list plants of limited distribution

Threat Code: ***0.1*** **=** Seriously endangered I California (over 80% of occurrences threatened / high degree and immediacy of threat); ***0.2*** **=** Fairly endangered in California (20–80% occurrences threatened); ***0.3*** **=** Not very endangered in California (<20% of occurrences threatened or no current threats known)

Rationale Terms: ***Species Present:*** Species was or has been observed in the survey area. ***Species Absent:*** Based on appropriate survey efforts, absence of the species was confirmed. ***Suitable Conditions Present:*** The appropriate habitat, soils, and elevation are present in the survey area. ***Marginal Conditions Present:*** The appropriate habitat and/or soils are present but other factors (past disturbances, elevation range) may preclude species occurrence. ***Suitable Conditions Absent:*** The survey area did not support the appropriate habitat, soils, and/or elevation for the species.

4.2.1.4 Special-Status Wildlife Species

For the purposes of this section, special-status wildlife species are defined as the following:

- Wildlife listed or proposed for listing as threatened or endangered under the ESA (50 CFR 17.11 for listed animals and various *Federal Register* notices for proposed species).
- Wildlife that are candidates for possible future listing as threatened or endangered under the ESA.
- Wildlife that meet the definitions of rare or endangered species under CEQA (State CEQA Guidelines Section 15380).
- Wildlife listed or proposed for listing by the State of California as threatened and endangered under the CESA (14 CCR 670.5).
- Wildlife Species of Special Concern (SSC) to the California Department of Fish and Wildlife (CDFW).
- Wildlife species that are fully protected in California (CFGC Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

Based on a CNDDB query and a review of existing literature, 41 special-status wildlife species were evaluated to identify which special-status animals have been documented near the project site and/or have the potential to occur on the project site. The known habitat requirements of those species were compared to the site's conditions and habitats, and the analysis determined that the project site supports at least marginal habitat for the following wildlife species:

- monarch butterfly (*Danaus plexippus*)
- California tiger salamander (*Ambystoma californiense*)
- California red-legged frog (*Rana draytonii*)
- Northern California legless lizard (*Anniella pulchra*)
- coast horned lizard (*Phrynosoma coronatum*)
- western red bat (*Lasiurus blossevillii*)
- hoary bat (*Lasiurus cinereus*)
- American badger (*Taxidea taxus*)

Table 4.2-2 provides a description of the wildlife species reviewed and a rationale for expecting their presence or absence on the project site.

Table 4.2-2. Special-Status Animal Species Investigated for Potential Occurrence

Species Name	Habitat and Distribution	Legal Status Federal/ State/CDFW	Rationale for Expecting Presence or Absence
Gastropods			
mimic tryonia (California brackish water snail) *Tryonia imitator*	Medium- to large-sized aquatic snail; inhabit fresh and brackish waters in estuarine habitats.	--/SA/--	**Suitable Conditions Absent:** The project site does not support aquatic habitats capable of supporting this species.
Insects			
Oso Flaco robber fly *Ablautus schlingeri*	Occur in sandy coastal back dune habitat. Found in San Luis Obispo County.	**--/--/**G1, S1	**Suitable Conditions Absent:** The project site does not support back dune habitat and is not located on the coastline.
Oso Flaco flightless moth *Areniscythris brachypteris*	Occur in open, coastal sand dune slopes in San Luis Obispo County.	**--/--/**S1	**Suitable Conditions Absent:** Coastal sand dune habitat necessary to support this species does not occur on the project site.
obscure bumble bee *Bombus caliginosus*	Inhabit open grassy coastal prairies and Coast Range meadows. Nest underground and aboveground in abandoned bird nests.	--/--/SA	**Suitable Conditions Absent**: The project site does not support the appropriate plant communities.
Crotch bumble bee *Bombus crotchii*	Inhabit grassland and scrub habitats in California, Nevada, and Baja California. Feed on milkweeds, dusty maidens, lupines, medics, phacelias, and sages.	--/ SCE/--	**Suitable Conditions Absent**: The agricultural and ruderal conditions of the project site do not provide habitat for Crotch bumblebee. The nearest CNDDB occurrence is 24 miles southeast of the project site.
Oso Flaco patch butterfly *Chlosyne leanira elegans*	Occur in sand dune habitat around Oso Flaco Lake, San Luis Obispo County. Larval food plant is Indian paintbrush (*Castilleja affinis*).	**--/--/**--	**Suitable Conditions Absent:** Coastal sand dune habitat necessary to support this species does not occur on the project site.
Sandy beach tiger beetle *Cicindela hirticollis gravida*	Occur in moist sand near the ocean, in swales behind dunes, or on upper beaches beyond normal high tides. Found in Humboldt, Los Angeles, Marin, Orange, San Diego, San Francisco, San Luis Obispo, San Mateo, Santa Barbara, Santa Cruz, and Ventura Counties.	--/--/--	**Suitable Conditions Absent:** Dune and foredune habitat necessary to support this species does not occur on the project site.
globose dune beetle *Coelus globosus*	Occur in foredunes, sand hummocks, and back dunes along immediate coast. Occur in sand and under vegetation or debris. Found in Los Angeles, Marin, Mendocino, Monterey, Orange, San Diego, San Luis Obispo, Santa Barbara, Santa Cruz, Sonoma, and Ventura Counties.	**--/--/--**	**Suitable Conditions Absent:** Coastal sand dune habitat necessary to support this species does not occur on the project site.

Species Name	Habitat and Distribution	Legal Status Federal/ State/CDFW	Rationale for Expecting Presence or Absence
monarch butterfly *Danaus plexippus*	Occur along coast from northern Mendocino to Baja California, Mexico. Winter roosts in wind-protected tree groves (eucalyptus, Monterey pine [Pinus radiata], and cypress [*Cupressus* spp.]), with nectar and water sources nearby.	--/SA/--	**Marginal Conditions Present:** The eucalyptus trees on and adjacent to the project site could support roosting monarch butterflies. The trees are not a known roosting site and this species was not observed during the field surveys.
white sand bear scarab beetle *Lichnanthe albipilosa*	Only occur in tidal salt marsh with dense pickleweed and in freshwater and brackish marshes near coast. Found in San Luis Obispo County.	--/--/--	**Suitable Conditions Absent:** Marsh habitat dominated by pickleweed is not present on the project site.
Morro Bay blue butterfly *Plebejus icarioides moroensis*	Locally common from March to July, flies only along immediate coast of San Luis Obispo and western Santa Barbara Counties. Feeds on dune lupine (*Lupinus chamissonis*). Restricted to Vandenberg Air Force Base dunes, Pismo/Guadalupe dune system, and Morro Bay dunes.	--/SA/--	**Suitable Conditions Absent**: The project site does not support coastal scrub habitat or dune lupine, the necessary host plant.
vernal pool fairy shrimp *Branchinecta lynchi*	Occur in vernal pool habitats, including depressions in sandstone, to small swale, earth slump, or basalt-flow depressions with a grassy or, occasionally, muddy bottom in grassland.	FT/-- /--	**Suitable Conditions Absent**: The project site does not support vernal pools.
Fish			
tidewater goby *Eucyclogobius newberryi*	Occur in brackish shallow lagoons and lower stream reaches where water is fairly still, but not stagnant.	FE/--/SSC	**Suitable Conditions Absent:** The project site does not support aquatic habitats capable of supporting this species.
unarmored threespine stickleback *Gasterosteus aculeatus williamsoni*	Small freshwater fish (up to 5 centimeters, standard length); inhabit slow-moving reaches or quiet-water streams and rivers. Favorable habitats are usually shaded by dense and abundant vegetation. Current range is restricted to upper Santa Clara River and its tributaries in Los Angeles County, San Antonio Creek on Vandenberg Air Force Base in Santa Barbara County, and Shay Creek vicinity in San Bernardino County (USFWS 2009).	FE/SE/FP	**Suitable Conditions Absent:** The project site does not support aquatic habitats capable of supporting this species.
arroyo chub *Gila orcuttii*	Small freshwater fish that occur in coastal waters of southern California. Typically occur on sandy and muddy bottoms of flowing pools, creeks, intermittent streams, and small to medium rivers. Known populations occur in Malibu Creek, Santa Clara, San Luis Rey, and Santa Margarita River.	--/--/SSC	**Suitable Conditions Absent:** The project site does not support aquatic habitats capable of supporting this species.
South California steelhead Distinct Population Segment (DPS) *Oncorhynchus mykiss irideus*	Occur in clear, cool water with abundant in-stream cover, well-vegetated stream margins, relatively stable water flow, and 1:1 pool-to-riffle ratio.	FT, PCH /-- /SSC	**Suitable Conditions Absent:** The project site does not support aquatic habitats capable of supporting this species.
South-Central California Coast steelhead DPS *Oncorhynchus mykiss irideus*	Occur in clear, cool water with abundant in-stream cover, well-vegetated stream margins, relatively stable water flow, and 1:1 pool-to-riffle ratio.	FT, PCH /-- /SSC	**Suitable Conditions Absent:** The project site does not support aquatic habitats capable of supporting this species.

Species Name	Habitat and Distribution	Legal Status Federal/ State/CDFW	Rationale for Expecting Presence or Absence
Amphibians			
California tiger salamander *Ambystoma californiense*	Occur in grasslands or oak woodlands that support natural ephemeral pools or ponds that mimic them. Require seasonal water for breeding and small mammal burrows, crevices in logs, piles of lumber, and shrink-swell cracks in ground for refuges. To be suitable, aquatic sites must retain at least 30 centimeters of water for minimum of 10 weeks in winter.	FT/ST/SSC	**Suitable Conditions Present:** The project site is within the dispersal distance from three known and two potential CTS ponds and is potential upland habitat.
arroyo toad *Anaxyrus californicus*	Inhabit coastal southern California from Salinas River Basin in Monterey and San Luis Obispo Counties to Arroyo San Simón in northern Baja California, Mexico. Occupy riparian habitats with sandy streambeds and adjacent pools. Typical vegetation may include cottonwood (*Populus* spp.), sycamore (*Platanus* spp.), and willow (*Salix* spp.) trees. Some populations occur in streams within coniferous forests.	FE/--/SSC	**Suitable Conditions Absent:** The project site does not support sandy riverine or other aquatic habitats capable of supporting this species.
California red-legged frog *Rana draytonii*	Occur in aquatic habitats with little or no flow and surface water depths to at least 2.3 feet. Presence of fairly sturdy underwater supports, such as cattails (*Typha* spp.).	FT /-- /SSC	**Marginal Upland Habitat Present:** The project site is within the dispersal distance of three documented breeding ponds and contains marginal upland habitat. However, the active agriculture in the site greatly reduces the site's potential to support this species.
western spadefoot *Spea hammondii*	Inhabit vernal pools in primarily grassland, but also in valley and foothill hardwood woodlands.	--/--/SSC	**Suitable Conditions Absent**: The project site does not support vernal pools. The active agriculture on the project site precludes the presence of this species on-site.
Reptiles			
Northern California legless lizard *Anniella pulchra*	Occur from southern edge of San Joaquin River in northern Contra Costa County south to Ventura County. Occur in scattered locations in San Joaquin Valley, along southern Sierra Nevada mountains, and on desert side of Tehachapi Mountains and part of San Gabriel Mountains. Sandy or loose loamy soils with high moisture content under sparse vegetation.	--/--/SSC	**Marginal Conditions Present**: The soils on the project site are suitable for this species. However, the active agriculture on the project site reduces the potential for this species to occur in the site. The suitable habitat areas include the fringes of the site that are not routinely tilled for agriculture.
western pond turtle *Emys marmorata*	Occur in quiet waters of ponds, lakes, streams, and marshes. Typically, in deepest parts with an abundance of basking sites.	--/--/SSC	**Suitable Conditions Absent:** The project site does not support freshwater habitat with basking structures.
coast horned lizard *Phrynosoma coronatum (blainvillii* population)	Frequent a wide variety of habitats, commonly occurring in lowlands along sandy washes, coastal sage scrub, and chaparral in arid and semi-arid climate conditions. Prefer friable, rocky, or shallow sandy soils.	--/--/SSC	**Marginal Conditions Present**: The soils on the project site are suitable for this species. However, the active agriculture on the project site reduces the potential for this species to occur on the site. The marginal habitat areas include the fringes of the site that are not routinely tilled for agriculture.

Species Name	Habitat and Distribution	Legal Status Federal/ State/CDFW	Rationale for Expecting Presence or Absence
two-striped garter snake *Thamnophis hammondii*	Occur in coastal California from Salinas to Baja California and at elevations up to 7,000 feet. Found along streams with rocky beds and permanent freshwater.	--/--/SSC	**Suitable Conditions Absent:** The project site does not support aquatic habitats capable of supporting this species.
Birds			
sharp-shinned hawk *Accipiter striatus*	Short distance migrant; nest in mixed and wooded forests. Prefer tall trees for nest building. Prey base includes small birds and mammals.	MBTA/WL/--	**Foraging Habitat Present; Nesting Habitat Absent:** This species is a winter migrant to California's central coast and is not expected to nest on the project site.
tricolored blackbird *Agelaius tricolor*	(Nesting colony); require open water, protected nesting substrate, such as cattails or tall rushes (*Juncus* spp.), and foraging area with insect prey.	MBTA/--/SSC	**Suitable Conditions Absent:** The project site does not support freshwater marsh habitat for nesting.
Southern California rufous-crowned sparrow *Aimophila ruficeps canescens*	Habitat includes moderate to steep, dry, rocky, south-, west-, or east-facing slopes vegetated with low scattered scrub cover interspersed with patches of grasses and forbs or rock outcrops. Occur in coastal sage scrub dominated by California sagebrush but also may occur in coastal bluff scrub and low chaparral on serpentine outcrops. It is generally absent from dense, unbroken stands of coastal sage scrub and chaparral (NatureServe 2018).	MBTA/--/WL	**Suitable Conditions Absent:** The project site is not sloped and does not support the appropriate habitats.
burrowing owl *Athene cunicularia*	Occur in open, dry grasslands, deserts, and scrublands. Subterranean nester, dependent on burrowing mammals.	MBTA/-- /SSC	**Suitable Conditions Absent:** The active agriculture on the project site precludes the presence of this species on the project site.
Swainson's hawk *Buteo swainsoni*	Occur in open desert, grassland, or cropland containing scattered, large trees or small groves. Roost in large trees but will roost on ground if trees are not available. Breed in stands with few trees in juniper-sage flats, riparian areas, and oak savannah in Central Valley.	--/ST/--	**Suitable Conditions Absent:** The only occurrence in the area was documented in 1896 and is presumed to be part of the Transverse Range population that is believed to be extirpated.
western snowy plover *Charadrius alexandrinus nivosus*	Occur on sandy beaches, salt pond levees, and shores of large alkali lakes. Need sandy, gravelly, or friable soils for nesting.	MBTA, FT/ --/SSC	**Suitable Conditions Absent:** The project site does not support sandy dune or gravelly habitat on the edge of a water body that would be suitable nesting species.
California horned lark *Eremophila alpestris actia*	Occur in short grass prairies, coastal plains, fallow grain fields, and alkali flats. Found in coastal regions from Sonoma to San Diego County and west to San Joaquin Valley.	MBTA/--/--	**Suitable Conditions Absent:** The active agriculture on the project site precludes this species from nesting on the project site.
California black rail *Laterallus jamaicensis coturniculus*	Shore birds; frequent tidal salt marshes and utilize densely vegetated mud flats and high tide line in saltwater marsh systems.	--/ST/--	**Suitable Conditions Absent:** The project site does not contain tidal salt marshes or densely vegetated mudflats.

Species Name	Habitat and Distribution	Legal Status Federal/ State/CDFW	Rationale for Expecting Presence or Absence
Yellow warbler *Setophaga petechia*	Usually found in riparian deciduous habitats in summer. Stays among cottonwoods, willows, alders (*Alnus* spp.), and other small trees and shrubs. Nest is an open cup placed 2–16 feet aboveground in a deciduous sapling or shrub.	--/--/SSC	**Suitable Conditions Absent:** The project site does not support riparian habitats.
California least tern *Sternula antillarum browni*	Largely coastal; feed on fish and nest on sandy dunes or beaches. Once common in California; currently nesting colonies are isolated to southern California and scattered Bay Area beaches.	FE/SE/--	**Suitable Conditions Absent:** The project site is not on the coast and does not included sandy beaches suitable for nesting.
Least Bell's vireo *Vireo bellii pusillus*	Summer resident of southern California. Occur in low riparian areas in vicinity of water or in dry river bottoms below 2,000 feet. Nest along margins of bushes or twigs of willow, *Baccharis*, or mesquite.	FE/SE/--	**Suitable Conditions Absent:** The project site does not support riparian habitats.
Class Aves Other migratory bird species (nesting)	Annual grasslands, coastal scrub, chaparral, and oak woodlands may provide nesting habitat.	MBTA/--/--	**Marginal Conditions Present:** Potential nesting habitat occurs in the eucalyptus trees on the fringes of the project site.
Mammals			
pallid bat *Antrozous pallidus*	Prefer rocky outcrops, cliffs, and crevices with access to open habitats for foraging. Day roosts are in caves, crevices, mines, and occasionally in hollow trees and buildings. Night roosts may be in more open sites, such as porches and buildings.	--/--/SSC	**Suitable Conditions Absent**: The site does not support rocky outcrops or crevices for roosting.
Townsend's big-eared bat *Corynorhinus townsendii*	Occur in a wide variety of habitats; most common in mesic (wet) sites. May use trees for day and night roosts; however, require caves, mines, rock faces, bridges, or buildings for maternity roosts. Maternity roosts are in relatively warm sites.	--/--/SSC	**Suitable Conditions Absent:** The lack of mesic conditions, rock faces, caves, bridges, and other structures on the project site precludes this species from roosting on the project site.
western red bat *Lasiurus blossevillii*	Roost primarily in trees, often in edge habitats adjacent to streams, fields, or urban areas (Zeiner et al. 1990). Mating occurs in August and September and young are born from late May through early July.	--/--/SSC	**Suitable habitat Present**. Potential roosting habitat occurs in the eucalyptus trees on the fringes of the project site.
hoary bat *Lasiurus cinereus*	Occur in open habitats and habitat mosaics with access to trees for cover. Roost in dense foliage of medium to large trees.	--/SA/--	**Suitable Conditions Present:** Potential roosting habitat occurs in the eucalyptus trees on the fringes of the project site.
Yuma myotis *Myotis yumanensis*	Found near ponds, streams, lakes, or other water sources supporting midges, moths, and other small insects. Maternity roosts are often found in caves, mines, buildings, or tree cavities.	--/SA/--	**Suitable Conditions Absent:** The lack of mesic conditions, rock faces, caves, bridges, and other structures on the project site precludes this species from roosting on the project site.

Species Name	Habitat and Distribution	Legal Status Federal/ State/CDFW	Rationale for Expecting Presence or Absence
American badger *Taxidea taxus*	Occur in open stages of shrub, forest, and herbaceous habitats; need uncultivated ground with friable soils.	--/--/SSC	**Marginal Conditions Present**: The soils on the project site are suitable for this species. However, the active agriculture on the project site reduces the potential for this species to occur in the site. The suitable habitat areas include the fringes of the site that are not routinely tilled for agriculture.

General references: Unless otherwise noted all habitat and distribution data provided by the CNDDB.

Status Codes:

--= No status

Federal: FE = Federal Endangered; FT= Federal Threatened; FC= Federal Candidate; CH= Federal Critical Habitat; PCH= Proposed Federal Critical Habitat; MBTA= Protected by Federal Migratory Bird Treaty Act

State: SE= State Endangered; ST= State Threatened; SCT= State Candidate Threatened, SCE= State Candidate Endangered

CDFW: SSC= Species of Special Concern; FP= Fully Protected Species; SA= Not formally listed but included in CDFW Special Animals List; WL= Watch List

Rationale Terms: ***Species Present:*** Species was or has been observed in the survey area. ***Suitable Conditions Present:*** Survey area is within the species range and supports the appropriate habitat, soils, elevation, and other habitat requirements. ***Marginal Conditions Present:*** Survey area is in the species range and supports the appropriate habitat but other factors (past disturbances, presence of predators, etc.) may preclude species occurrence. ***Suitable Conditions Absent:*** Survey area is not in the species range and/or does not support the appropriate habitat, soils, elevation, and/or other habitat requirements.

4.2.2 Regulatory Setting

4.2.2.1 Federal

4.2.2.1.1 FEDERAL ENDANGERED SPECIES ACT OF 1973

The ESA (50 CFR 17) provides legal protection for plant and animal taxa that are in danger of extinction and classified as either threatened or endangered under the ESA. The ESA requires federal agencies to make a finding on all federal actions, including the approval by an agency of a public or private action, such as the issuance of an U.S. Army Corps of Engineers (USACE) permit under Section 404 of the Clean Water Act (CWA), as to the potential to jeopardize the continued existence of any listed species potentially impacted by the action.

Section 9 of the ESA protects federally listed plant and animal species from unlawful take. "Take" is defined as "*to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.*" The USFWS regulates activities that may result in "take" of listed species. Federally designated critical habitat is also regulated. Constraints to listed species resulting from the implementation of a project would require the responsible agency or individual to formally consult with the USFWS to determine the extent of impact to a listed species.

Project-related activities with a federal nexus that could result in impacts, such as take, to listed species require federal agencies to consult with the USFWS or National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA Fisheries) to determine the extent of impact to a listed species. If USFWS or NOAA Fisheries determine that impacts to a listed species would likely occur, alternatives and measures to avoid or reduce impacts must be identified. USFWS and NOAA Fisheries also regulate activities conducted in federal critical habitat, which are geographic units that are deemed essential for the continued existence of the species.

If a federal nexus is not available, a project component may consult directly with the USFWS and/or NOAA Fisheries under Section 10 of the ESA, to obtain an Incidental Take Permit (ITP). Section 10 of the ESA is designed to regulate a wide range of activities, including non-federal actions affecting plants and animals designated as endangered or threatened, and the habitats upon which they depend. With some exceptions, the ESA prohibits activities affecting these protected species and their habitats unless authorized by a permit from the USFWS or NOAA Fisheries. Section 10-permitted activities are designed to be consistent with the conservation of the species. Section 10 consultation often requires the project proponent to prepare and implement a Habitat Conservation Plan (HCP) and obtain an ITP.

4.2.2.1.2 MIGRATORY BIRD TREATY ACT OF 1918

The Migratory Bird Treaty Act (MBTA) protects all migratory birds, including their eggs, nests, and feathers. The MBTA was originally drafted to put an end to the commercial trade in bird feathers, popular in the latter part of the 1800s. The MBTA is enforced by the USFWS, and potential impacts to species protected under the MBTA are evaluated by USFWS in consultation with other federal agencies. On April 11, 2018, the USFWS issued guidance on the recent M-Opinion affecting MBTA implementation. The M-Opinion concludes that the take of birds resulting from an activity is not prohibited by the MBTA when the underlying purpose of that activity is not to take birds. The USFWS interprets the M-Opinion to mean the MBTA prohibitions on take apply when the purpose of the action is to take migratory birds, their eggs, or their nests. Working with other federal agencies on migratory bird conservation is an integral mission of the USFWS; therefore, the USFWS maintains that potential impacts to migratory birds resulting from federal actions should be addressed under the National Environmental Policy Act (NEPA).

4.2.2.1.3 CLEAN WATER ACT / U.S. ARMY CORPS OF ENGINEERS

Regulatory protection for water resources throughout the United States is under the jurisdiction of the USACE. Section 404 of the CWA prohibits the discharge of dredged or fill material into WOTUS without formal consent from the USACE. Policies relating to the loss of aquatic habitats generally stress the need for no net loss of wetland resources. Under Section 404, actions in WOTUS may be subject to an individual permit, nationwide permit, or general permit, or may be exempt from regulatory requirements.

On January 23, 2020, the U.S. Environmental Protection Agency (EPA) and the U.S. Department of the Army (Army) issued the Navigable Waters Protection Rule to define WOTUS (EPA and Army 2020). The agencies streamlined the definition so that it includes four categories of jurisdictional waters, provides clear exclusions for many water features that traditionally have not been regulated, and defines terms in the regulatory text that have never been defined before. The U.S. Congress, in the CWA, explicitly directed the agencies to protect "navigable waters." The Navigable Waters Protection Rule regulates these waters and the core tributary systems that provide perennial or intermittent flow into them. The final rule became effective June 22, 2020, and outlines following categories of waters that are considered WOTUS:

- **Territorial Seas and Traditional Navigable Waters**
    - Under the final rule, the territorial seas and traditional navigable waters (TNWs) include large rivers and lakes and tidally influenced waterbodies used in interstate or foreign commerce.
- **Tributaries**
    - Under the final rule, tributaries include perennial and intermittent rivers and streams that contribute surface flow to TNWs in a typical year.
    - These naturally occurring surface water channels must flow more often than just after a single precipitation event—that is, tributaries must be perennial or intermittent.
    - Tributaries can connect to a TNW or territorial sea in a typical year either directly or through other WOTUS through channelized non-jurisdictional surface waters, artificial features (including culverts and spillways), or natural features (including debris piles and boulder fields).
    - Ditches are to be considered tributaries only where they satisfy the flow conditions of the perennial and intermittent tributary definition and either were constructed in or relocate a tributary or were constructed in an adjacent wetland and contribute perennial or intermittent flow to a TNW in a typical year.
- **Lakes, Ponds, and Impoundments of Jurisdictional Waters**
    - Lakes, ponds, and impoundments of jurisdictional waters are jurisdictional where they contribute surface water flow to a TNW or territorial sea in a typical year either directly or through other WOTUS through channelized non-jurisdictional surface waters, artificial features (including culverts and spillways), or natural features (including debris piles and boulder fields).
    - Lakes, ponds, and impoundments of jurisdictional waters are also jurisdictional where they are flooded by a WOTUS in a typical year, such as certain oxbow lakes.
- **Adjacent Wetlands**
    - Wetlands that physically touch other jurisdictional waters are "adjacent wetlands."
    - Wetlands separated from a WOTUS by only a natural berm, bank or dune are also "adjacent."

- Wetlands inundated by flooding from a WOTUS in a typical year are "adjacent."
- Wetlands that are physically separated from a jurisdictional water by an artificial dike, barrier, or similar artificial structure are "adjacent" so long as that structure allows for a direct hydrologic surface connection between the wetlands and the jurisdictional water in a typical year, such as through a culvert, flood or tide gate, pump, or similar artificial feature.
- An adjacent wetland is jurisdictional in its entirety when a road or similar artificial structure divides the wetland, as long as the structure allows for a direct hydrologic surface connection through or over that structure in a typical year.

4.2.2.1.4 SECTION 401 OF THE CLEAN WATER ACT

The State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs), collectively referred to as the Water Boards, regulate discharges of fill and dredged material in California, under Section 401 of the CWA and the Porter-Cologne Water Quality Control Act (Porter-Cologne Act), through the State Water Quality Certification Program. State Water Quality Certification is necessary for all projects that require a USACE permit, or fall under other federal jurisdiction, or have the potential to impact waters of the State. Waters of the state are defined by the Porter-Cologne Act as:

> *...any surface water or groundwater, including saline waters, within the boundaries of the state.*

In order for a Section 404 permit to be valid, Section 401 of the CWA requires a Water Quality Certification or waiver to be obtained. The Water Quality Certification (or waiver) determines that the permitted activities will not violate state water quality standards individually or cumulatively over the term of the action. Water quality certification must be consistent with the requirements of the CWA, CEQA, the CESA, and the Porter-Cologne Act.

4.2.2.1.5 14 CFR SECTION 139.337 - WILDLIFE HAZARD MANAGEMENT

The certification and operation of land airports that serve any scheduled or unscheduled passenger operation of an air carrier that is conducted with an aircraft having a seating capacity of more than nine passengers is governed by 14 CFR 139. Part 139.337 speaks specifically to the airport operator's responsibilities when dealing with the reduction of wildlife strike hazards on and around airports. Part 139.337(a) states "In accordance with its Airport Certification Manual and the requirements of this section, each certificate holder must take immediate action to alleviate wildlife hazards whenever they are detected." To facilitate this mandate, the Federal Aviation Administration (FAA) issues Advisory Circulars (AC) to Part 139 airports that provide guidance to the airports on how to address wildlife hazards at and near airports. AC 150/5200-33C provides guidance on certain land uses that have the potential to attract hazardous wildlife on or near public-use airports. It also discusses airport development projects (including airport construction, expansion, and renovation) affecting aircraft movement near hazardous wildlife attractants.

4.2.2.2 State

4.2.2.2.1 PORTER COLOGNE WATER QUALITY ACT OF 1969

The Porter-Cologne Act also known as the California Water Code, Section 7 was created in 1969 and is the law that governs the water quality regulation in California. The act uses the National Pollutant Discharge Elimination System (NPDES) permits for point-source discharges and waste discharge requirements (WDRs) to keep people from degrading the water quality of the state. If a proposed project

will affect state jurisdictional waters but does not require a CWA 404 permit (no federal jurisdiction), the SWRCB and RWQCBs may authorize the project under a WDR under the Porter-Cologne Act.

Regardless of a project being permitted via the CWA or Porter Cologne Act, the RWQCB requires proposed projects that will impact state waters to include Low Impact Development (LID) and/or Green Infrastructure standards in the project designs. RWQCB defines LID as "minimizing or eliminating pollutants in storm water through natural processes and maintaining pre-development hydrologic characteristics, such as flow patterns, surface retention, and recharge rates." Permittees must incorporate LID methodology into new and redevelopment ordinances and design standards unless permittees can demonstrate that conventional best management practices (BMPs) are equally effective, or that conventional BMPs would result in a substantial cost savings while still adequately protecting water quality and reducing discharge volume. To justify using conventional BMPs based on cost, permittees must show that the cost of LID would be prohibitive because the "cost would exceed any benefit to be derived."

4.2.2.2.2 CALIFORNIA ENDANGERED SPECIES ACT OF 1984

The CESA ensures legal protection for plants listed as rare or endangered, and species of wildlife listed as endangered or threatened. The state law also lists California SSC based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. Under state law, the CDFW is empowered to review projects for their potential to impact state-listed species, SSC species, and their habitats. If a proposed project is determined to have potential to result in take of a CESA-listed species, the project proponent would need to coordinate with the CDFW to obtain a Section 2081 ITP. Under the CESA, "take" is defined as: "*to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill*." A Section 2081 ITP is not required for a project that may result in adverse effects to SSC; however, the project proponent is required to avoid, minimize, or mitigate adverse effects on SSC under CEQA.

4.2.2.2.3 SECTION 1602 OF THE CALIFORNIA FISH AND GAME CODE

Pursuant to Division 2, Chapter 6, Sections 1600–1602 of the CFGC, the CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake, which supports fish or wildlife. The CDFW defines a "stream" (including creeks and rivers) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having surface or subsurface flow that supports or has supported riparian vegetation." The CDFW's definition of "lake" includes "natural lakes or man-made reservoirs." The CDFW jurisdiction within altered or artificial waterways is based upon the value of those waterways to fish and wildlife.

The law requires any state or local government agency, public utility, or person proposing a project that may impact a river, stream, or lake to notify the CDFW before beginning the project. If the CDFW determines that the proposed project may adversely affect existing fish and wildlife resources, a Lake or Streambed Alteration Agreement is required.

4.2.2.2.4 OTHER CALIFORNIA FISH AND GAME CODE SECTIONS

CFGC Section 3503, Protections of Bird's Nests, includes provisions to protect the nests and eggs of birds. Section 3503 states:

> *It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.*

CFGC Section 3503.5 further states that:

> *It is unlawful to take, possess, or destroy any bird of prey in the orders Strigiformes (owls) and Falconiformes (such as falcons, hawks and eagles) or the nests or eggs of such bird.*

In a November 29, 2018, guidance letter (CDFW 2018), the CDFW and the California Attorney General reconfirmed CFGC Sections 3503 and 3503.5 and California's protections for migratory birds notwithstanding the Department of Interiors M-opinion (refer to Section 4.2.2.1.2, above).

Per CFGC Section 2835, in absence of a CDFW-approved Natural Community Conservation Plan (NCCP), the CDFW cannot authorize take of a Fully Protected species. The classification of Fully Protected was the state's initial effort in the 1960s to identify and provide additional protection to those animals that were rare or faced possible extinction. Most "fully" protected species have been listed as threatened or endangered species under the CESA. Fully Protected species lists were created for fish, amphibians and reptiles, birds, and mammals. CFGC Section 3511 (birds), Section 4700 (mammals), Section 5050 (reptiles and amphibians), and Section 5515 (fish) include provisions to protect Fully Protected species, such as: (1) prohibiting take or possession "at any time" of the species listed in the statute, with few exceptions; (2) stating that "no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to "take" a species that has been designated as Fully Protected; and (3) stating that no previously issued permits or licenses for take of these species "shall have any force or effect" for authorizing take or possession. Unless an applicant has developed a CDFW-approved NCCP, CDFW is unable to authorize incidental take of Fully Protected species when activities are proposed in areas inhabited by those species.

The CDFW also manages the NPPA of 1977 (CFGC Section 1900 et seq.), which was enacted to identify, designate, and protect rare plants. In accordance with CDFW guidelines, plant species with CNPS CRPR 1A, 1B, 2A, 2B, and 3 are considered "rare" under the NPPA. Impacts to plants with these rarity rankings must be fully evaluated under CEQA. CRPR 4 plants have limited distributions but are not necessarily eligible for listing. It is recommended that impacts to CRPR 4 plants also be evaluated per CEQA.

4.2.2.3 Local

4.2.2.3.1 CITY OF SANTA MARIA GENERAL PLAN RESOURCES MANAGEMENT ELEMENT

The *City of Santa Maria General Plan Resources Management Element* (RME) was adopted by the City Council on April 4, 1981, updated and re-adopted in 1996, and contains amendments through January 16, 2001. The RME fulfills the State Planning Act (Government Code Sections 65302(d) and 65302(e)), which mandates that a local agency's general plan include conservation and open space elements. The RME consists of the City's Conservation and Open Space Elements, as wells as Elements that address Recreation and Parks, Public Facilities and Services, Private Community Services, and Growth Management.

The Biological Resources section of the RME identifies biological resources as vegetation and wildlife in the city inclusive of plant species, wildlife species, and their habitats. The RME recognizes biological resources to provide ecological, educational, historic, scientific, and aesthetic value to the people of the Santa Maria Valley. Goal 3 of the RME aims to preserve natural biological resources and expand Santa Maria's urban forest. Policy 3 provides the following objective and implementation programs for the City's biological resources:

- ***Objective 3.1.a - Plant and Animal Taxa and Habitats:*** *Ensure that all development near sensitive habitats avoids significant impacts to these areas.*
- ***Implementation Program 5:*** *Require street trees to be incorporated into the design and plans of new developments.*
- ***Implementation Program 6:*** *Preserve and maintain existing trees along and in public streets and parking lots.*
- ***Implementation Program 7:*** *Enforce the tree replacement standards contained in Chapter 44 of Title 12 of the Municipal Code.*
- ***Implementation Program 9:*** *Enforce the existing ordinance that requires developers of new buildings to plant trees and shrubs to improve energy efficiency and to preserve existing trees on building sites.*

4.2.3 Thresholds of Significance

The determinations of significance of project impacts are based on applicable policies, regulations, goals, and guidelines defined by CEQA and the City. Specifically, the project would be considered to have a significant effect on biological resources if the effects exceed the significance criteria described below:

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 Wildlife or U.S. Fish and Wildlife Service.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

c. 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.

d. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

e. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Each of these thresholds is discussed under Section 4.2.5, Project-Specific Impacts and Mitigation Measures, below.

The following threshold was determined to have no impact and is not discussed in Section 4.2.5:

- 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.

4.2.4 Impact Assessment and Methodology

The impact assessment focuses on identifying potential impacts associated with implementation of the Revised Project and is based on the site's existing conditions, the regulatory setting, and the project

description. The emphasis is on determining the potential effects of the Revised Project on federal, state, and locally regulated species and habitats on the project site. Adverse impacts could occur if the Revised Project could result in temporary or permanent modification of sensitive communities, or habitats occupied by special-status species, or directly affect special-status species.

The impact assessment is based on the results of technical studies prepared for the 2007 Certified EIR, the findings presented in the 2007 Certified EIR, reconnaissance surveys conducted in support of this SEIR, and review of existing data. Where a potential impact that is identified in this SEIR is adequately addressed in the 2007 Certified EIR, the following impact assessment references the appropriate measure(s) in the 2007 Certified EIR to be implemented for the proposed project. Minor additions to the 2007 Certified EIR measures are provided in underlined text. Minor omissions or edits of the 2007 Certified EIR measures are shown by ~~strikethrough~~ text.

4.2.5 Project-Specific Impacts and Mitigation Measures

4.2.5.1 Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

4.2.5.1.1 SPECIAL-STATUS WILDLIFE

The proposed project site has the potential to support the special-status wildlife species listed in Section 4.2.1.4, above. Project activities, including tree removal, grading, demolition, utility installation, paving, etc., could result in impacts to special-status wildlife. Direct impacts could include trampling, being exposed to desiccation and/or predation, being collected, being entombed, and loss of habitat. Indirect impacts could include stress and loss of reproductive success among relocated individuals, excessive noise resulting in site or nest abandonment, increased human activity resulting in changes to wildlife movement and behaviors, increased vehicle use of the area exacerbating road kills, or introduction of invasive plant species that could change habitat conditions to open space areas north of the project site.

BIO Impact 1	
The proposed project has the potential to impact special-status wildlife species directly or indirectly.	
Mitigation Measures	
BIO/mm-1.1	*Prior to permit issuance for any future development within the project site, the Applicant shall retain an environmental monitor for all measures requiring environmental mitigation. The monitor shall be responsible for:* *a. ensuring that procedures for verifying compliance with environmental mitigations are implemented;* *b. establishing lines of communication and reporting methods;* *c. conducting compliance reporting;* *d. conducting construction crew training regarding environmentally sensitive areas and protected species;* *e. maintaining authority to stop work; and*

BIO Impact 1
f. outlining actions to be taken in the event of non-compliance. *g. Monitoring shall be conducted full time during the initial disturbances (site clearing) and be reduced to monthly following initial disturbances.* *BIO/mm-1.2* *Prior to the commencement of mobilization into the site for any future development within the project site, the environmental monitor shall conduct an environmental awareness training for all construction personnel. The environmental awareness training shall include discussions of monarch butterfly, California Tiger Salamander (CTS), California red-legged frog (CRLF), Northern California legless lizard, coast horned lizard, bats, and American badger. Topics of discussion shall include descriptions of the species' habitats; general provisions and protections afforded by the U.S. Fish and Wildlife Service (USFWS) Endangered Species Act (ESA), California Endangered Species Act (CESA), and California Environmental Quality Act (CEQA); measures implemented to protect special-status species; review of the project boundaries and special conditions; the monitor's role in project activities; lines of communication; and procedures to be implemented in the event a special-status species is observed in the work area.* *BIO/mm-1.3* *Implement 2007 Certified EIR Measure B-7(g):* ***Prohibition of Invasive Plants.*** *The landscape architect shall provide a signed statement on the landscape plans that the planting plan does not include any plant that occurs on the ~~Landscape plans shall be reviewed by a City approved biologist to ensure the use of native plants or non-native plants that do not occur on the~~ California Exotic Pest Plant Council and the California Invasive Plant Council Lists 1, 2, and 4. Plants considered to be invasive by the California Exotic Pest Plant Council and the California Invasive Plant Council shall not be used onsite.* ***Plan Requirements and Timing.*** *Prior to issuance of any grading or development permits for future development within the project site, ~~Land Use approval~~ the final landscape plans shall be submitted to the City for review and approval to ensure all plants are acceptable.* ***Monitoring.*** *The City shall conduct site inspections to ensure that the landscape plan is being implemented.*
Residual Impacts
With implementation of the identified mitigation measures, potential impacts to special-status wildlife and their habitat would be considered less than significant with mitigation.

Monarch Butterfly

The eucalyptus trees remaining on the project site could support over-wintering monarch butterflies. The trees on-site are not a known or documented monarch butterfly roost site. However, monarch butterflies can begin using the trees for overwinter roosting prior to the project being implemented. If development of the site requires removal of all or parts of the eucalyptus stand or use of noise-producing heavy equipment, and monarchs were present during the activities, overwintering monarch butterflies could be adversely impacted by the tree removal activities. Direct adverse impacts could include direct mortality of overwintering monarch butterflies; indirect adverse impacts could include excessive noise from construction equipment prompting the overwintering monarchs to abandon the site.

BIO Impact 2
Tree removal and construction-related activities have the potential to impact overwintering monarch butterfly.

BIO Impact 2	
Mitigation Measures	
BIO/mm-2.1	*Implement 2007 Certified EIR Measure B-7(b):* ***Monarch Surveys.*** *Monarch surveys shall be conducted by a qualified biologist during the autumnal and over wintering period (October through March) within the on-site eucalyptus stand ~~woodland and coast live oak woodland habitats~~. If the initial ground-breaking activities are to occur during the over wintering period, surveys shall be conducted in the previous year. If active roost sites are located, then a qualified biologist shall be retained to prepare a monarch butterfly preservation plan to ensure a sufficient number and structure of eucalyptus trees are retained onsite to provide future clustering opportunities.* ***Plan Requirements and Timing.*** *The ~~Airport District~~ Applicant shall hire a City approved biologist to do the pre-construction surveys. The ~~Airport District~~ Applicant shall submit the pre-construction survey results to the City Community Development Department prior to issuance of any permits ~~approval of the Land Use Permit~~ for clearing and grading activities for any development within the project site. The City approved biologist shall be responsible for preparing a habitat protection plan and monitoring activities. The City shall review the final monitoring report.* ***Monitoring.*** *The City shall conduct site inspections to ensure compliance with mitigation requirements.*
Residual Impacts	
With implementation of the identified mitigation measure, potential impacts to roosting monarch butterfly would be less than significant with mitigation.	

California Tiger Salamander

The project site is within dispersal distance from three known and two potential CTS ponds. Due to the site's proximity to known and potential CTS ponds, the site is potential CTS upland habitat. The proposed project will convert the potential upland habitat to developed areas. This land conversion will result in the loss of approximately 28 acres of potential CTS upland dispersal/refuge habitat.

The proposed project has the potential to result in take of CTS. If CTS individuals were present on-site during the grading and construction of the development, the CTS could be mortally wounded by equipment, collected by workers, or exposed to desiccation. To minimize the potential for mortal take of CTS individuals, the Applicant may retain a qualified biologist to relocate CTS from the site. CTS relocation efforts could increase stress to CTS individuals, which could reduce the survival and reproductive success of the relocated individuals. Due to the anticipated loss of CTS upland dispersal/refuge habitat and the potential for take of CTS to occur, the Santa Maria Public Airport District is developing a CTS HCP and seeking an ITP from the USFWS and a Consistency Determination from the CDFW. The HCP/ITP and CDFW determination will include measures to minimize adverse effects to CTS and mitigate the loss of CTS upland habitat.

BIO Impact 3
The proposed project will result in the loss of approximately 28 acres of CTS dispersal/refuge habitat and has the potential to result in mortal take of CTS individuals.

BIO Impact 3	
Mitigation Measures	
BIO/mm-3.1	*The Airport District/Applicant shall coordinate with the USFWS to obtain an ITP for CTS consistent with the approved Habitat Conservation Plan (HCP). Upon receiving the ITP, the Airport District/Applicant shall coordinate with the CDFW to obtain a Consistency Determination (CD) under CESA Section 2080.1. As an option to the CDFW CD, an ITP may be issued per CESA Section 2081. Development of the proposed project shall not occur until the ITP and Consistency Determination are obtained. The Airport District and the Applicant shall adhere to all avoidance, minimization, and mitigation measures provided by the ITP and associated CDFW Consistency Determination. The following measures are anticipated to be included in the ITP and required for the Revised Project:* *a. To mitigate the loss of 28 acres of upland CTS habitat, the Airport District shall purchase mitigation credits from a USFWS- and CDFW-approved mitigation bank, such as the La Purisima Conservation Bank, or by paying into the USFWS CTS Conservation Account. The quantity of credits required, and the monetary value of the required credits, will be determined through coordination with the agencies and/or the mitigation bank.* *b. At least 30 days prior to ground-disturbing activities, the Airport District will submit the names and credentials of biologists and monitors to the USFWS for approval to conduct the minimization measures outlined below. No project activities will begin until the Applicant has received approval from the USFWS that the biologists and monitors are qualified to do the work.* *c. Implement BIO/mm-1.1* *d. The USFWS-approved biologist will periodically review and monitor construction and will be responsible for ensuring that conditions of the HCP are being enforced. The USFWS-approved biologist will have the authority to temporarily halt activities if permit requirements and conditions are not being met.* *e. Prior to construction activities, all grading limits and construction boundaries, including staging areas, parking, and stockpile areas, will be delineated and clearly marked in the field. All work will be confined to the defined and delineated project limits.* *f. Exclusionary silt fencing (or other suitable fence material) will be installed at the discretion of the USFWS-approved biologist to minimize the potential for individuals to enter the work site. Exclusionary fencing will be maintained for the duration of the project. All exclusionary silt fencing will be inspected each workday during construction activities to ensure that CTS are not exposed to hazards.* *g. Any CTS encountered during project construction in harm's way will be relocated out of harm's way to nearby suitable habitat outside the project area. Only the USFWS-approved biologist will relocate CTS. The Declining Amphibian Task Force Fieldwork Code of Practice will be implemented for all amphibian relocation activities.* *h. Potentially occupied burrows for CTS will be excavated using hand tools or via gentle excavation using construction equipment, under the direct supervision of the USFWS-approved Biologist, until it is certain that the burrows are unoccupied. For the purposes of the HCP, "gentle excavation" is an excavation technique involving slow and shallow single passes with a backhoe/excavator bucket perpendicular to the burrow alignment that allows for burrow inspection for individuals after each pass. Any individuals encountered shall be relocated out of harm's way in accordance with measure g, above.* *i. Steep-walled excavations (e.g., trenches) that may act as pitfall traps will be inspected for wildlife at least once per day and immediately before backfilling. In lieu of daily inspections (weekends, etc.), exclusionary fencing, covers, ramps, or similar mechanisms will be installed to prevent CTS entrapment.* *j. Open pipe segments will be capped or sealed with tape (or equivalent material) nightly, or otherwise stored at least 3 feet aboveground. Should a pipe segment become occupied by a CTS, the species will be allowed to vacate the pipe on its own accord or removed and relocated in accordance with measure g, above.*

BIO Impact 3	
	k. If Covered Activities must occur during the rainy season, permittees will not work during rain events, 24 hours prior to significant rain events (>0.5 inch in a 24-hour period), or during the 24 hours after these events, to the extent practicable. If work must occur 24 hours prior to significant rain events (>0.5 inch in a 24-hour period), or during the 24 hours after these events, a USFWS-approved biologist will conduct a pre-activity survey to ensure that the work area is clear of CTS.
	l. Upon locating CTS individuals that may be dead or injured as a result of project-related activities, notification will be made within 72 hours to the USFWS Ventura Field Office at (805) 644-1766. In addition, upon locating a dead, injured, or entrapped CTS, the CDFW will be notified within 72 hours.
Residual Impacts	
With implementation of the identified mitigation measure, impacts to CTS and CTS upland habitat would be less than significant with mitigation.	

California Red-Legged Frog

The project site is within the dispersal distance of three documented breeding ponds and contains marginal upland habitat for California red-legged frog (CRLF). CRLF occur in various habitats during their life cycle. Breeding sites include lagoons, streams, and ponds, and CRLF typically breed from January to July, with peak breeding occurring in February. During dry periods, CRLF are rarely found far from water. If their aquatic habitat dries up, CRLF may use upland habitat for shelter, provided the upland habitat offers cool moist areas to protect the individual from desiccation. During wet weather, CRLF may disperse up to 2 miles between breeding sites and use cool moist refugia during the dispersal. The project site does not include suitable CRLF breeding sites. Due to the active agriculture, the project site does not support cool moist areas for CRLF upland habitat refugia/shelter; therefore, the project site provides little opportunity for CRLF upland sheltering. Since the project site is within 2 miles of known breeding ponds, CRLF could disperse through the project site during the wet season. If CRLF dispersed into the project site while grading and other initial disturbances were underway, the dispersing individual could be mortally wounded by equipment or collected by workers, which would result in take of the individual.

BIO Impact 4	
If grading and/or initial site disturbances occurred during the wet season, dispersing CRLF could be impacted by the grading activities, resulting in take of CRLF.	
Mitigation Measures	
BIO/mm-4.1	*To avoid potential impacts to dispersing CRLF, initial ground-disturbing activities for any future development within the project site should be conducted in the dry season (June 1 through November 1). If ongoing project activities are occurring during the rainy season (November 2 through May 31) and work is to occur on a "wet day" (defined as 0.1 inch or more of predicted rainfall within 24 hours of the work), the environmental monitor should conduct a pre-activity survey for CRLF in the work area. If CRLF are observed in the work area, all project activities that have potential to disturb the individual should cease until the individual leaves the site on its own accord. In absence of authorization from USFWS (ITP), CRLF shall not be captured, harassed, or otherwise disturbed by the project. If CRLF are observed on-site, the environmental monitor in coordination with the Airport District and the Applicant shall contact the USFWS to obtain guidance on future project restrictions and/or monitoring.*

BIO Impact 4
Residual Impacts
With implementation of the identified mitigation measure, impacts to CRLF would be less than significant with mitigation.

Northern California Legless Lizard and Coast Horned Lizard

The friable soils on the project site may support Northern California legless lizards and/or coast horned lizards. If California legless lizards and/or coast horned lizards were present in the work area during initial site grading, the individuals could be impacted by equipment, collected by workers, or exposed to predation.

BIO Impact 5	
The proposed project could directly impact northern California legless lizards and coast horned lizards.	
Mitigation Measures	
BIO/mm-5.1	*Implement 2007 Certified EIR Measure B-7(e):* ***Legless and Horned Lizard Capture and Relocation.*** *Within two weeks prior to the initiation of construction activities, capture and relocation efforts shall be conducted for the Northern California ~~silvery~~ legless lizard and coast horned lizard. Designated areas in permanent open space shall be identified within the Specific Plan area for release of captured legless lizards and coast horned lizards.* *Surveys shall be conducted by a City approved biologist, and shall include the following minimum requirements:* 1. *Raking of leaf litter and sand under shrubs within suitable habitat in the area to be disturbed to a minimum depth of eight inches.* 2. *In addition to raking, "coverboards" shall be used to capture ~~silvery~~ legless lizards and coast horned lizards. Coverboards can consist of untreated lumber, sheet metal, corrugated steel, or other flat material used to survey for reptiles and amphibians. Coverboards shall be placed flat on the ground at least two months prior to construction and checked regularly in the survey areas. Coverboards shall be checked once a week during raking surveys. Captured lizards shall be placed immediately into containers containing sand or moist paper towels and released in designated release areas no more than three hours after capture.* 3. *During all initial grading activities, a qualified biologist shall be onsite to recover any ~~silvery~~ legless lizards or coast horned lizards that may be excavated/unearthed with native material. If the animals are in good health, they shall be immediately relocated to the designated release area. If they are injured, the animals shall be turned over to a CDFW ~~DFG~~ approved specialist until they are in a condition to be released into the designated release area.* ***Plan Requirements and Timing.*** *Prior to issuance of a grading permit for any development within the project site, the ~~Airport District~~ Applicant shall submit the results of the pre-construction surveys for approval by the City. During construction, a qualified biologist shall perform surveys in accordance with the measures above and report the results to the City if lizards are found/relocated. The City shall receive a survey summary report from the approved biologist that indicates that all salvage measures were adhered to.* ***Monitoring.*** *The City shall conduct site inspections to ensure compliance.*

BIO Impact 5
Residual Impacts
With implementation of the identified mitigation measure, impacts to Northern California legless lizard and coast horned lizard would be less than significant with mitigation.

Western Red Bat and Hoary Bat

The eucalyptus trees on-site have the potential to support roosting western red bats and hoary bats. If bats were roosting in the trees at the time the trees were removed, the bats could be directly impacted by the tree removal. Impacts to bats could include disrupting a maternal roost, loss of roosting habitat, and/or crushing or otherwise physically harming individuals.

BIO Impact 6	
Tree removal has the potential to impact roosting western red bats and/or hoary bats.	
Mitigation Measures	
BIO/mm-6.1	*If removal of any trees is necessary for the project, the Applicant shall retain a biologist to conduct roosting bat surveys prior to any tree removal. Pre-disturbance surveys for bats shall include two daytime and two dusk surveys no more than 30 days prior to the tree removal to determine if bats are roosting in the trees. The biologist(s) conducting the preconstruction surveys shall identify the nature of the bat utilization of the area (i.e., no roosting, night roost, day roost, maternity roost). If bats are found to be roosting in the project area, the Applicant shall develop the project in such a way that avoids the bat roost. If avoidance of the bat roost is not feasible, tree removal shall be delayed until the bats have left the area.*
Residual Impacts	
With implementation of the identified mitigation measure, impacts to western red bat and hoary bat would be less than significant with mitigation.	

American Badger

American badgers are known to occupy the airport runway safety areas and the annual grasslands located north of the project site. Although the current agricultural management of the site may preclude American badgers from using the site, American badger could reoccupy the site if the site was allowed to go fallow. If American badger reoccupied the site prior to project implementation, the individuals could be struck by equipment, entombed, or entrapped thus resulting in death of the individual(s).

BIO Impact 7	
The proposed project could directly impact American badger.	
Mitigation Measures	
BIO/mm-7.1	*Implement 2007 Certified EIR Measure B-7(c):* ***Badger Avoidance.*** *The American badger is a highly mobile species that is known to occur in the western Santa Maria Valley and has been documented as occurring on Airport <u>District</u>*

BIO Impact 7
Property. The mitigation measures below are required to avoid and minimize impacts to this species from the proposed project: 1. *A pre-construction survey for active badger dens shall be conducted 2-4 weeks prior to any ground disturbance activities by a City approved biologist. In order to avoid impacts to adults and nursing young, no grading shall occur within 50 feet of an active badger den as determined by a City-approved biologist between March 1 and June 30. The setback distance shall be ~~is~~ based on the biologist's ~~consultant's~~ professional experience, and shall be ~~is~~ consistent with setbacks applied elsewhere under similar conditions.* *Construction activities between ~~during~~ July 1 and March 1 shall comply with the following measures to avoid impacts to adult and weaned juvenile badgers.* 2. *A City approved biologist shall conduct a biological survey of the entire project site between 2 weeks and 4 weeks of the start of ground clearing or grading activity. The survey shall cover the entire area proposed for development. Surveys shall focus on both old and new den sites. If dens are too long to see the end, a fiber optic scope (or other acceptable method) shall be used to assess the presence of badgers. Inactive dens shall be excavated by hand with a shovel to prevent badgers from re-using them during construction.* 3. *Badgers shall be discouraged from using currently active dens prior to the grading of the site by partially blocking the entrance of the den with sticks, debris and soil for 3 to 5 days. Access to the den shall be incrementally blocked to a greater degree over this period. This would cause the badger to abandon the den site and move into the mitigation lands that are adjacent to the specific plan area to the west. After badgers have stopped using active dens within the project boundary, the dens shall be hand-excavated with a shovel to prevent re-use. The City-approved biologist shall be present during the initial clearing and grading activity. If badger dens are found, all work shall cease until the biologist can safely close the badger den. Once the badger dens have been closed, work on the site may resume.* ***Plan Requirements and Timing.*** *The ~~Airport District~~ Applicant shall hire the biologist and submit survey results prior to approval of permits ~~the Land Use Permit~~ for clearing and grading activities for any development within the project site. After clearing and/or grading have been started, the biologist shall submit a report to the City detailing the results of the monitoring. The biologist shall be responsible for monitoring activities. Community Development Department shall review the final report.* ***Monitoring****. The City shall conduct site inspections to ensure compliance.*
Residual Impacts
With implementation of the identified mitigation measure, impacts to American badger would be less than significant with mitigation.

Nesting Birds

The eucalyptus trees and, to a lesser extent, the ruderal areas along the roadsides have the potential to support nesting birds. If the trees or ruderal vegetation were removed while birds were nesting, the nesting individuals could be directly or indirectly impacted by the vegetation removal. Direct impacts may include physically destroying an active nest and the nest's occupants. Indirect impacts may include excessive noise or movement causing nest abandonment.

BIO Impact 8	
The proposed project could directly or indirectly impact nesting birds.	
Mitigation Measures	
BIO/mm-8.1	*Implement 2007 Certified EIR Measure B-7(a):* ***Bird Pre-Construction Survey.*** *To avoid impacts to nesting/roosting birds including the ground-nesting northern harrier, or other birds protected under the ~~Migratory Bird Treaty Act~~ California Fish and Game Code, all initial ground disturbing activities and tree removal would be limited to the time period between September 1 and February 1. If initial site disturbance, grading, and tree removal cannot be conducted during this time period, preconstruction surveys for active nests/roosts within the limits of proposed grading would be conducted by a qualified biologist approved by the City two weeks prior to any construction activities. If no active nests/roosts are located, ground-disturbing/construction activities can proceed. If active nests/roosts were located, then all construction work must be conducted outside a non-disturbance buffer zone of 500 feet, unless a City-approved biologist determines that a lesser distance is appropriate for certain bird species. No disturbance to nests/roosts would occur until the adults and young are no longer reliant on the nest/roost site as determined by the City-approved qualified biologist.* ***Plan Requirements and Timing.*** *The ~~Airport District~~ Applicant shall hire a City approved biologist to do the pre-construction surveys. The ~~Airport District~~ Applicant shall submit the pre-construction survey results prior to approval of permits ~~the Land Use Permit~~ for clearing and grading activities. The City approved biologist shall be responsible for preparing a habitat protection plan and monitoring activities. The City shall review the final monitoring report.* ***Monitoring.*** *The City shall site visit to ensure compliance with mitigation requirements.*
Residual Impacts	
With implementation of the identified mitigation measure, impacts to nesting birds would be less than significant with mitigation.	

4.2.5.2 Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

The proposed project site is in CTS Critical Habitat Western Santa Maria/Orcutt Unit 1. According to the final rule of designated critical habitat for CTS, the species primary constituent elements (PCEs) include: (1) standing bodies of fresh water, including natural and manmade ponds, vernal pools, dune ponds, and other ephemeral or permanent water bodies that typically become inundated during rains and hold water for the time necessary for the species to complete the aquatic portion of its life cycle; (2) barrier-free uplands adjacent to breeding ponds that contain small mammal burrows; and (3) upland areas with small mammal burrows between breeding locations that allow for dispersal among breeding sites.

The project site does not support any aquatic features and therefore, will not affect PCE 1. The project site does support upland habitat within dispersal distance of breeding ponds. Therefore, the proposed project would result in the loss of 28 acres of potential upland habitat for CTS (PCE 2). However, current agricultural activities reduce the quantity of small mammal burrows on the site, thus greatly reducing the potential for CTS to occupy the site. As such, the proposed project would have little, if any, effect on PCE 2. The project site is at the corner of the critical habitat unit and is abutted by development on three

sides. Due to the neighboring development, the site is not situated between breeding locations; therefore, the proposed project will not impact PCE 3.

Critical habitat designations do not directly affect private actions on private property or non-federal public property. The critical habitat designation imposes no requirements on private or state actions on private or state lands where no federal funding, permits, or approvals are required. Therefore, the loss of potential CTS upland habitat that will result from the project will not have a substantial adverse effect on the critical habitat unit. In addition, the Airport District is in the process of obtaining an ITP for CTS. The ITP will include monetary compensatory mitigation for the loss of potential upland habitat. Since the proposed project will not have a significant adverse effect on the designated critical habitat and the loss of potential CTS upland habitat will be mitigated through the ITP process, additional mitigation under CEQA is not warranted. Potential impacts would be *less than significant*.

4.2.5.3 Would the project 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?

The proposed project site does not contain any rivers, streams, or creeks that would allow movement of resident or migratory fish through the site. Likewise, the project site does not support any riparian corridor to allow movement of native terrestrial wildlife through the site. The project site is bordered by development on the east, west, and south and a connector road to the north. In addition, the current agricultural management regime includes an 8-foot fence along the boundaries of the agricultural fields. The presence of the development, roads, and fence along the project site boundaries precludes wildlife passage through the site. As such, the proposed project will not substantially interfere with the movement of wildlife or use of existing nursery areas. Potential impacts would be *less than significant*.

4.2.5.4 Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The proposed project site supports mature eucalyptus trees on the northwest corner of the site. These trees provide biological habitat for nesting birds; therefore, RME Objective 3.1.a aims to avoid the trees if possible. In addition, the trees border West Foster Road and would be considered street trees under RME Implementation Program 6. The Conceptual Development Plan for the Revised Project includes the development of a detention basin in the general vicinity of the trees. If development of the project requires the trees to be removed, in whole or in part, RME Implementation Programs 6, 7, and 9 would be applied to the Revised Project and the loss of the trees and the wildlife habitat they provide would need to be mitigated.

BIO Impact 9
The Revised Project may remove mature eucalyptus trees that are subject to special considerations under the RME.
Mitigation Measures
BIO/mm-9.1 Implement 2007 Certified EIR Measure B-2(a):

BIO Impact 9	
	Tree Protection, Replacement and Monitoring Program. *If the Revised Project removes any mature trees, the Applicant shall retain, prior to approval of any grading plan pursuant to development under the Specific Plan, a City approved biologist or arborist ~~shall~~ to prepare a tree protection, replacement and monitoring program or another mechanism that ensures compliance with the City's Municipal Code. All trees planted as mitigation shall have an 80% survival rate after five years. If the survival rate is not at least 80%, then a sufficient number of trees shall be replanted to bring the total number of survived specimens to at least 80% of the original number of trees planted, as measured 5 years after the replanting. Annual monitoring reports that evaluate tree survivability, health and vigor shall be prepared by a qualified specialist and submitted to the City by October 15 each year, for five years. Development consistent with the Specific Plan shall comply with Santa Maria Municipal Code 12-44 as it pertains to tree protection. Requirements shall include but not be limited to: the protection of trees with construction setbacks from trees; construction fencing around trees; grading limits around the base of trees as required; and a replacement plan for trees removed. Tree species and location shall be carefully selected so they do not become a hazard to aircrafts around the airport. Tree species shall not grow taller than the Federal Aviation Administration's Part 77 maximum height surface for each specific area.* ***Plan Requirements and Timing.*** *The Applicant shall submit a final tree report and tree protection plan prepared by a City-approved arborist or biologist that includes species, quantity, and status (live, dead, diseased, etc.) of trees to be removed prior to the approval of grading permits for any development within the project site. The final report shall include the final number of replacement trees utilizing the City's replacement ratio identified above. Prior to approval of grading ~~land use~~ permits, ~~the Applicant,~~ the Applicant shall submit a copy of the building and grading plans to the City for review and approval. Prior to site occupancy trees shall be planted, fenced, and appropriately irrigated.* ***Monitoring.*** *City staff or an approved City biologist shall verify that the tree report is adequate. The City shall conduct site inspections throughout all phases of development to ensure compliance with and evaluate all tree replacement measures.*
Residual Impacts	
With implementation of the identified mitigation measure, potential impacts to mature trees would be less than significant with mitigation.	

The Revised Project will be conducted within approximately 1,000 feet of the air operations area (AOA) at the airport and includes the development of a stormwater detention basin. If designed improperly or poorly maintained, stormwater detention basins can attract wildlife species that are hazardous to safe air operations. Because the airport serves piston-powered aircraft and turbine-powered aircraft, AC 150/5200-33C recommends that potential hazardous wildlife attractants within 10,000 feet of the AOA should be avoided, eliminated, or mitigated. The following measures are provided to reduce the potential for the stormwater detention basin to attract hazardous wildlife to the area.

BIO Impact 10	
The Revised Project includes the development of a detention basin that has the potential to attract hazardous wildlife species.	
Mitigation Measures	
BIO/mm-10.1	*The proposed detention basin shall be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and to remain completely dry between storms. To reduce wildlife attraction to the basin, the basin should be steep sided, concrete (or*

BIO Impact 10
rip rap) lined, and linear shaped. The Airport District shall maintain the detention basin so that it is free of standing water, emergent vegetation, and submergent vegetation.
Residual Impacts
With implementation of BIO/mm-10.1, potential impacts associated with creating wildlife attractants within 10,000 feet of the AOA would be less than significant with mitigation.

4.2.5.5 Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The proposed project site is not located in any adopted HCP, NCCP, or other state, regional, or local HCP areas. Therefore, the proposed project will have no impacts on adopted conservation areas, and no impacts would occur.

4.2.6 Cumulative Impacts

The proposed project's contribution to cumulative impacts on biological resources is based on the loss of open space and associated wildlife habitat. The proposed project site is managed for agricultural production, which limits its ability to support wildlife. Despite the agricultural uses, the proposed project site does provide marginal CTS and CRLF upland habitat and habitat for monarch butterflies, Northern California legless lizard, coast horned lizard, bat species, and American badger. The City anticipates the following seven major development projects located in the vicinity of the proposed project to occur in the near term:

- Lakeview Mixed Use on a partially developed parcel at the northwest corner of South Broadway and Skyway Drive.
- Skyway Office at 3200 Skyway Drive, which will include 19,800 square feet of office space on a developed parcel.
- The Gas Company at 3138 Industrial Parkway, which will include a natural gas fueling station on a developed parcel.
- Platino Development at the 2900 block of Industrial Parkway on four partially developed parcels.
- 2811 Center at 2811 Airpark Drive, which will include 51,200 square feet of office space on a partially developed parcel.
- Fairway Commercial at 1223 Fairway Drive, which will convert existing industrial to commercial use.
- VTC Enterprises (Phase 2) at 2445 A Street, which will include 6,187 square feet of vocational training building on a developed parcel.

Four of the seven projects in the vicinity of the proposed project have the potential to convert undeveloped lands to urban development. The lands in question are all infill parcels and, like the Revised Project site, only provide marginal habitat for wildlife. Despite the poor habitat conditions on the project

site and the four sites mentioned above, the sites do support marginal habitat for CTS and other species. Development of these sites would result in a loss of available wildlife habitat in the area.

The Specific Plan would preserve open space habitat areas containing higher quality non-native annual grassland, vernal pools, riparian scrub, maritime chaparral, eucalyptus woodland, and coast live oak woodland in permanent open space. Preservation of these open space areas would contribute habitat and shelter opportunities to wildlife in the area.

Even though the proposed project in conjunction with the four projects mentioned above would contribute to the cumulative loss of wildlife habitat in the area, the preserved open space areas that will result from the Specific Plan would help to off-set the loss of habitat by preserving higher quality habitat in areas that harbor special-status wildlife species. Therefore, the anticipated cumulative loss of wildlife habitat that the Revised Project would contribute to would be less than cumulatively considerable as mitigated and less than significant.

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4.3 TRANSPORTATION

The following section describes the environmental and regulatory transportation setting and provides an analysis of potential impacts of the project related to transportation and traffic. The 2007 Certified EIR prepared for the Specific Plan was based on a 2005 Transportation Impact Study (TIS) that reflected traffic conditions prior to the completion of the Union Valley Parkway and its interchange at U.S. Highway (US) 101. Due to this major roadway network change, combined with land use growth that has occurred over the past 15 years, and modified CEQA guidelines, an updated TIS was prepared for the Revised Project by Central Coast Transportation Consulting (CCTC) in July 2020 (Appendix D).

4.3.1 Existing Conditions

This section describes the existing roadways, pedestrian infrastructure, bicycle facilities, and transit services within the project site and project vicinity.

4.3.1.1 Existing Roadways and Bicycle Infrastructure Network

The project is located in the southwestern corner of the city of Santa Maria, in the northeast corner of the intersection of Union Valley Parkway and State Route (SR) 135 (Orcutt Expressway). Roadways and their associated bicycle infrastructures within the immediate project vicinity are described below (Figures 4.3-1 and 4.3-2):

- **SR 135 (Orcutt Expressway)** is a north–south, four-lane primary arterial in the study area and connects downtown Santa Maria to Orcutt, as well as to Vandenberg Air Force Base (AFB) and the city of Lompoc via SR 1. There are no bikeways or sidewalks and vehicle access is limited. South of Union Valley Parkway, the roadway becomes a four-lane freeway.
- **Union Valley Parkway** is an east–west, four-lane primary arterial in the study area, terminating with an interchange at US 101 to the east. There are sidewalks and Class II bikeways on both sides of the roadway in the study area. There are proposed Class I and II bikeways from US 101 to South Blosser Road.
- **Foster Road** is an east–west, two-lane collector road in the study area that primarily serves institutional facilities to the west and residential neighborhoods to the east. There are intermittent sidewalks east of SR 135 (Orcutt Expressway). There are existing Class II bikeways west of Foxenwood Lane to California Boulevard, which are proposed to be extended east to Bradley Road and west to South Blosser Road. There is a proposed Class I bikeway from Foxenwood Lane to South Blosser Road and a parallel proposed Class I bikeway south of Foster Road connecting Foxenwood Lane to Pioneer Park.
- **Foxenwood Lane** is a north–south, two-lane collector road in the study area paralleling SR 135 (Orcutt Expressway). There are Class II bikeways on both sides of the roadway and a Class I bikeway extends from the Foster Road terminus north to Skyway Drive. There are sidewalks on both sides of the roadway south of Union Valley Parkway.
- **Orcutt Road** is a north–south, two-lane frontage road in the study area paralleling SR 135 (Orcutt Expressway). In the study area, there are Class II bikeways on both sides of the roadway and a sidewalk on the east side of the roadway.

Figure 4.3-1. Surrounding roadways and study intersections map.

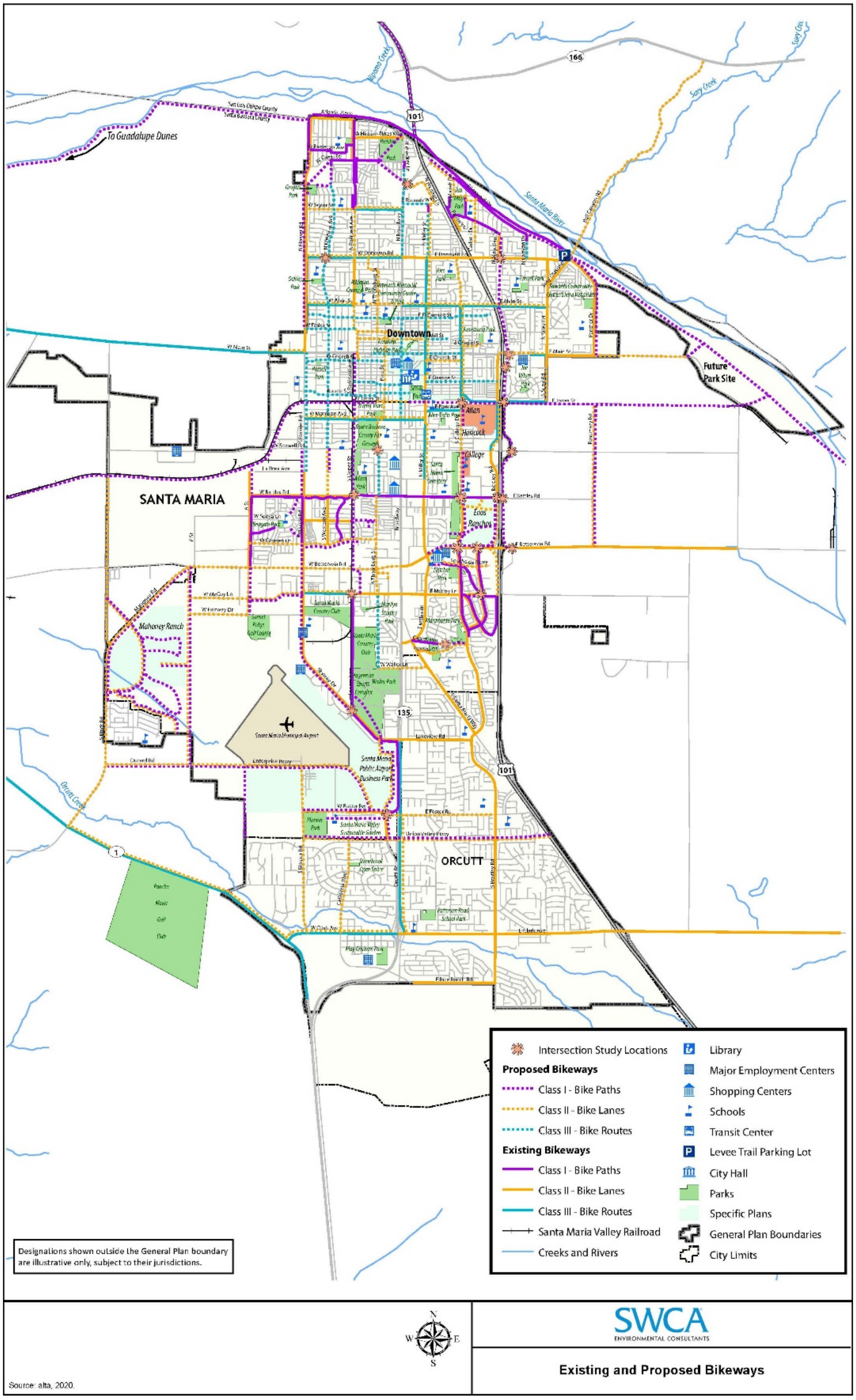

Figure 4.3-2. Existing and proposed bikeways diagram.

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Existing crosswalks within proximity to the project site are described below:

- **Foster Road/Foxenwood Lane (#1):** No marked crosswalks, side-street stop controlled
- **Foster Road/SR 135 (Orcutt Expressway) (#2):** Marked crosswalks with pedestrian signals on all but the north leg
- **Union Valley Parkway/Foxenwood Lane (#3):** No marked crosswalks, side-street stop controlled
- **Union Valley Parkway/SR 135 (Orcutt Expressway) (#4):** Marked crosswalks with pedestrian signals on all but the north leg
- **Union Valley Parkway/Orcutt Road (#5):** Marked crosswalks with pedestrian signals on all legs

4.3.1.2 Existing Transit Services

Santa Maria Area Transit (SMAT) operates transit service in the city of Santa Maria and the community of Orcutt. SMAT Routes 5 and 6 are weekday and weekend bus services with 90-minute headways that travel from the Santa Maria Transit Center through Orcutt in a counterclockwise and clockwise direction, respectively. The closest stops to the project site are on Foster Road west of Foxenwood Lane and east of Orcutt Road.

The Breeze Bus operates commuter services between the city of Santa Maria, Vandenberg AFB, the city of Lompoc, the community of Los Alamos, the city of Buellton, and the city of Solvang. Breeze Route 100 is a weekday bus service between the Santa Maria and Lompoc Transit Centers with seven trips per day in each direction. The closest stops to the project site are on Orcutt Road south of Foster Road. The Santa Barbara Council of Associated Governments (SBCAG) manages the Clean Air Express bus service for commuters traveling between northern Santa Barbara County and the cities of Goleta and Santa Barbara. The closest stop to the project is the Santa Maria Hagerman Softball Complex, where three trips depart each morning to Goleta, and two trips depart each morning to Santa Barbara, with the same number of trips returning in the afternoon.

Connections to other services are available at both the Santa Maria and Lompoc Transit Centers.

4.3.1.3 Existing Intersection Operations

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 is used in planning documents for the City, County of Santa Barbara (County), and California Department of Transportation (Caltrans). LOS is measured on an A to F scale, with LOS A representing the best operating conditions from a traveler's perspective and LOS F representing conditions where demands exceed capacity.

Weekday peak hour vehicle, pedestrian, and bicycle turning movement counts were collected in December 2019 from 7:00 a.m. to 9:00 a.m. and 2:00 p.m. to 6:00 p.m. during clear weather when local schools were in session. Table 4.3-1 shows the vehicle LOS for each of the intersections within the immediate vicinity of the project site. All of the intersections studied currently operate at acceptable levels under existing conditions.

Table 4.3-1. Existing Intersection Levels of Service

	Intersection	Control	Peak Hour	LOS	LOS Standard
1.	Foster Road/Foxenwood Lane	TWSC[1]	AM	- (B)	D
			PM	- (B)	
2.	Foster Road/SR 135 (Orcutt Expressway)	Signal	AM	C	C
			PM	C	
3.	Union Valley Parkway/Foxenwood Lane	TWSC[1]	AM	- (C)	D
			PM	- (C)	
4.	Union Valley Parkway/SR 135 (Orcutt Expressway)	Signal	AM	C	C
			PM	C	
5.	Union Valley Parkway/Orcutt Road	Signal	AM	B	C
			PM	B	

[1] Two-way stop controlled (TWSC). The worst LOS at these intersections are expressed in parenthesis and the dash indicates where the overall LOS would be if the Highway Capacity Manual provided LOS grades for TWSC intersections.

Source: [CCTC 2020]

4.3.2 Regulatory Setting

4.3.2.1 State

4.3.2.1.1 SENATE BILL 743

In 2013 Senate Bill (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 State CEQA Guidelines Section 15064.3[b]). Beginning July 1, 2020, the newly adopted VMT criteria for determining significance of transportation impacts must be implemented statewide.

4.3.2.2 Local

4.3.2.2.1 FAST FORWARD 2040 REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY

Fast Forward 2040 Regional Transportation Plan and Sustainable Communities Strategy (SBCAG 2017) is the update to the *2040 Regional Transportation Plan & Sustainable Communities Strategy* (SBCAG 2013). Fast Forward 2040 identifies regional transportation needs, prioritizes those needs, and presents an implementation plan for maintaining and improving the regional transportation network. Fast Forward 2040 also contains a multi-modal transportation investment package that, when implemented, will advance the region's goals, satisfy the planning objectives and, as a result, meet the needs of the traveling public into the future.

Fast Forward 2040 identifies several programmatic policies associated with the overall plan goals related to the environment, mobility and system reliability, health and safety, equity, and fostering a prosperous economy. Programmatic policies applicable to the Revised Project are detailed below:

- ***Policy 1.1 Land Use.*** *The planning, construction, and operation of transportation facilities shall be coordinated with local land use planning and should encourage local agencies to:*
    - *Make land use decisions that adequately address regional transportation issues and are consistent with the RTP-SCS.*
    - *Promote better balance of jobs and housing to reduce long-distance commuting by means of traditional land use zoning, infill development, and other, unconventional land use tools, such as employer-sponsored housing programs, economic development programs, commercial growth management ordinances, average unit size ordinances and parking pricing policies.*
    - *Plan for transit-oriented development consistent with the RTP-SCS by:*
        - *Concentrating residences and commercial centers in urban areas near rail stations, transit centers and along transit development corridors.*
        - *Designing and building "complete streets" serving all transportation modes that connect high-usage origins and destinations.*
    - *Preserve open space, agricultural land and sensitive biological areas.*
    - *Identify, minimize and mitigate adverse environmental impacts and, in particular, require mitigation of traffic impacts of new land development through on-site and related off-site improvements for all modes of transportation, including incentives to encourage the use of alternative transportation modes.*
- ***Policy 2.1 Access, Circulation, and Congestion.*** *The planning, construction, and operation of transportation facilities shall strive to:*
    - *Enhance access, circulation, and mobility throughout the Santa Barbara region and between neighboring regions.*
    - *Reduce congestion, especially on highways and arterials and in neighborhoods surrounding schools in cooperation with schools and school districts.*
    - *Reduce travel times to be consistent with the adopted Congestion Management Plan for all transportation modes, with equal or better travel times for transit and rail in key corridors.*
- ***Policy 2.2 System Maintenance, Expansion, and Efficiency.*** *Transportation planning and projects shall:*
    - *Promote the maintenance and enhancement of the existing highway and roadway system as a high priority.*
    - *Strive to increase the operational efficiency of vehicle usage through appropriate operational improvements (e.g., signal timing, left turn lane channelization, and ramp metering).*
    - *Preserve existing investments in the system by emphasizing life cycle cost principles in investment decisions (i.e., account for capital and annual*

maintenance costs) in order to reduce overall costs of transportation facilities.

- *Promote transportation demand management (TDM), e.g., through appropriate commute incentive programs, to reduce demand and improve efficiency.*
- *Increase the capacity of the existing highway and roadway system through the provision of additional traffic lanes only when (1) an existing facility is projected in the near term to no longer provide an acceptable level of service as determined by the standards established in the Congestion Management Plan (CMP), and (2) alternative means of capacity enhancement and measures to increase efficiency of usage have been explored.*

- ***Policy 2.3 Alternative Transportation Modes.*** *Transportation planning and projects shall:*
  - *Encourage alternatives to single-occupancy vehicle trips and the use alternative transportation modes to reduce vehicle miles traveled and increase bike, walk and transit mode share.*
  - *Provide for a variety of transportation modes and ensure connectivity within and between transportation modes both within and outside the Santa Barbara region. Alternative mode planning and projects shall be compatible with neighboring regions' transportation systems.*
  - *Plan and provide for ancillary support facilities for alternative transportation, such as bicycle parking.*
  - *Promote inter-regional commuter transit and rail service.*
  - *Promote local and inter-city transit.*
  - *Work to complete the California Coastal Trail through provision and implementation of trail segments and connections in coordination with the California State Coastal Conservancy, California Department of Parks and Recreation, California Coastal Commission, Caltrans, and other agencies.*

- ***Policy 3.1 Access.*** *The planning, construction, and operation of transportation facilities and of the system as a whole shall:*
  - *Encourage safe and convenient travel for all transportation system users, including the disabled, pedestrians, bicyclists, transit riders, and other vehicles.*
  - *Ensure that the transportation needs of all groups, in particular disadvantaged, low-income, and minority groups, are adequately served and that all groups have equal access to transportation facilities and services.*
  - *Give special attention to the needs of elderly and disabled individuals for improved transportation accessibility and removal of physical barriers, including provisions required under the 1990 Americans with Disabilities Act (ADA).*

- ***Policy 4.1 Safe Roads and Highways.*** *The planning, construction, and operation of transportation facilities and of the system as a whole shall:*
  - *Enhance safety of all facilities.*
  - *Ensure design of highways and roads safe and convenient for travel by all users including the disabled, pedestrians, bicyclists, transit buses, and vehicles.*

  - *Incorporate night sky-friendly lighting, where appropriate, to enhance safety of transportation facilities.*
  - *Encourage the completion of emergency preparedness plans, which include agency coordination, system security, and safe and efficient mobility—particularly for the elderly and disabled—in times of natural or man-made disasters.*
  - *Maintain consistency with the State Strategic Highway Safety Plan (SHSP).*
  - *Address the resiliency of new projects to possible future impacts resulting from climate change (e.g., sea level rise and inundation of low-lying areas).*

- ***Policy 4.2 Public Health.*** *The RTP-SCS shall promote integrated transportation and land use planning that encourages:*
  - *Active transportation (transit, biking and walking).*
  - *Development of "complete streets" serving all transportation modes, including active transportation.*

- ***Policy 5.2 Support Businesses and Local Investment.*** *The RTP-SCS shall:*
  - *Promote a mix of land uses responsive to the needs of businesses, including agriculture and tourism.*
  - *Support investment by businesses in local communities.*
  - *Encourage the creation of high-paying jobs, especially in areas with an imbalance of housing relative to jobs.*

4.3.2.2.2 CITY OF SANTA MARIA GENERAL PLAN CIRCULATION ELEMENT

The *City of Santa Maria General Plan Circulation Element* (City of Santa Maria 2011a) provides an evaluation of the transportation needs of the City and presents a comprehensive transportation plan to accommodate those needs. The purpose of the element is to provide guidance for the orderly improvement of the circulation system in coordination with the *City of Santa Maria General Plan Land Use Element* (City of Santa Maria 2011b). The Circulation Element was originally adopted in 1994 and was last amended in September of 2011.

The Circulation Element identifies goals, policies, objectives, and implementation programs to assist policy makers and City staff in making future transportation decisions. Relevant goals and policies are described below:

- ***Goal C.1 – Comprehensive Transportation Plan.*** *To provide and maintain a comprehensive transportation system that provides for the safe and efficient transport of people and goods throughout the City.*

- ***Policy C.1.a. Acceptable Levels of Service.*** *The City shall maintain an acceptable peak-hour level of service on all arterials and collectors and at signalized intersections. Service Level "D" on all roadways and at all signalized intersections shall be the levels maintained.*

- ***Policy C.1.c. Parking.*** *Sufficient parking facilities shall be provided for all land uses by requiring new developments to provide parking to meet their needs on-site or within close proximity to their sites except within the boundary of the Downtown Specific Plan.*

- ***Goal C.2 – Consistency with Other Elements of the General Plan.*** *Provide transportation facilities and services that are consistent with the land use and development goals, policies, and programs of the City General Plan.*
- ***Policy C.2.b.1. Inter-Jurisdictional Transportation Planning.*** *Continue to participate in circulation and transportation planning with Santa Barbara County, the Santa Barbara County Association of Governments, and the State of California.*
- ***Policy C.2.c. North-South Roadway/Improvements.*** *In order to meet the projected travel demands, the following improvements shall be constructed in accordance with the standards established by the City Engineer. These roadway improvements are designed to improve north-south circulation in the City of Santa Maria.*
    - *Widen Route 135 (Broadway) to primary arterial street standards between Betteravia Road and Union Valley Parkway.*
- ***Policy C.2.d. East-West Roadway Improvements.*** *These roadway improvements are designed to improve east-west circulation, and provide alternative east-west roadways.*
    - *Widen Foster Road to secondary arterial standards between Route 135 and Blosser Road.*
    - *Construction of the Union Valley Parkway (UVP) from U.S. Highway 101 to Blosser Road.*
- ***Policy C.2.e. Intersection and Interchange Improvements.*** *In order to meet the projected travel demands, the following interchange reconstruction and intersection improvements shall be constructed in accordance with the standards established by the City Engineer.*
    - *Route 135/Foster Road. Add a NB through lane, SB through lane, EB and WB left-turn lanes.*
- ***Goal C.3 – Funding of Streets.*** *Cost-effective operation, equitable distribution of funding, and development of streets, to meet the City's existing and future transportation needs.*
- ***Policy C.3.b. Distribution of Costs.*** *Each new development, which would individually and/or cumulatively contribute to the need for improvements or additions to local roads or roads within the regional network, bears its pro-rata share of the costs of all such improvements or additions to the extent taxes or other public revenues are inadequate for such purposes.*
- ***Goal C.4 – Land Use Compatibility.*** *Minimize the impact of existing and future roadway improvements on adjacent land uses by ensuring compatibility between land uses and transportation facilities.*
- ***Policy C.4.b. Coordination of Transportation Planning.*** *Coordinate land use planning with existing and future transportation facilities so that transportation movement is neither impeded nor significantly impacts adjacent land uses.*
- ***Goal C.6 – Alternative Modes of Transportation.*** *Provide for the development and use of alternative modes of transportation within an integrated system of transportation facilities.*

- ***Policy C.6.a.1. Promote Alternative Modes of Transportation.*** *Promote the use of alternative transportation modes such as transit, bicycle, pedestrian, airplane, and light rail to relieve traffic congestion and improve air quality.*
- ***Policy C.6.a.2. Conditions on Development.*** *Discretionary development shall be conditioned, where feasible, to minimize traffic impacts by incorporating bicycle and pedestrian paths and those support facilities (e.g. as bicycle lockers and showers), ridesharing programs, and transit improvements (bus turnouts, shelters, and benches) into the project design.*
- ***Policy C.6.c.2. Safe Streets for Bicycles.*** *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 (e.g. schools, parks, and commercial and employment centers) to assure safety.*

4.3.2.2.3 SANTA MARIA BIKEWAY MASTER PLAN

The *Santa Maria Bikeway Master Plan* (City of Santa Maria 2009) provides a blueprint for bicycle transportation and recreation in the city of Santa Maria. Through implementation of bicycle facilities guided by the Circulation Element, the City has developed an extensive network of bikeways that provide connections to destinations throughout the city and links to adjacent communities and the Santa Barbara County regional system, totaling nearly 65 miles (see Figure 4.3-2). The intent of the Bikeway Master Plan is to enhance and expand the existing bikeway network, connect gaps, address constrained areas, improve intersections, provide for greater local and regional connectivity, and encourage even more residents to bicycle.

The recommended improvements identified in the Bikeway Master Plan consist of additional bikeway network facilities, intersection and spot improvements, and bicycle-related support facilities and programs, such as bike parking, maintenance programs, and educational programs. The segment of Foxenwood Lane that bisects the project site currently supports Class II bike lanes on either side of the roadway. The Bikeway Master Plan identifies a proposed Class I Bike Path along Foxenwood Lane at this location.

4.3.3 Thresholds of Significance

The determinations of significance of project impacts are based on applicable policies, regulations, goals, and guidelines defined by CEQA and the City. Specifically, the project would be considered to have a significant effect on transportation if the effects exceed the significance criteria described below.

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

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

d. Result in inadequate emergency access.

Each of these thresholds is discussed under Section 4.3.5, Project-Specific Impacts and Mitigation Measures, below.

4.3.4 Impact Assessment and Methodology

The impact analysis approach was developed based on Caltrans, County, and City thresholds. The State Office of Planning and Research (OPR) published a Technical Advisory in December 2018 with recommendations for evaluating vehicle miles traveled (VMT) for various project types. The Technical Advisory notes that for mixed use projects, the lead agency can evaluate each component of the project independently or may consider only the project's dominant use.

Approximately 90% of the Revised Project's daily trips would be generated by the non-office commercial uses proposed on the site. Therefore, the EIR analysis applies OPR's recommended threshold for retail projects, where a net increase in total VMT may indicate a significant transportation impact. This approach is also consistent with Caltrans' Draft TIS Guidelines, which conform to the OPR guidance. The SBCAG Travel Demand Model was used to evaluate the project's change to VMT. While LOS is not an allowable CEQA metric, it remains in planning documents for the County and City. The LOS analysis and any identified improvements will be addressed in the discretionary conditions for the project.

The TIS prepared for the project also included an evaluation of project effects on the LOS of surrounding intersections. Based on State CEQA Guidelines Section 15064.3, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, no potentially significant environmental impacts would occur as a result of automobile delay and any necessary improvements associated with addressing automobile delay would be identified through the discretionary approval process and implemented through conditions of approval for the project. For the purposes of evaluating the whole of the project, potential future development of circulation improvements that may likely be required to address automobile effects (e.g., a new traffic signal, etc.) have been evaluated in each resource section of this SEIR.

The SBCAG Travel Demand Model was used to develop VMT estimates with and without the project using both the base year of 2010 and the interim scenario of 2020.

4.3.5 Project-Specific Impacts and Mitigation Measures

4.3.5.1 Would the Project Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, including Transit, Roadway, Bicycle and Pedestrian Facilities?

Based on the current land uses provided in the adopted Specific Plan, the 2007 Certified EIR estimated that project site would result in the generation of 775 daily vehicle trips and 105 weekday p.m. hour vehicle trips. The 2007 Certified EIR concluded that the Specific Plan would result in two roadway segments (Lakeview Road and South Blosser Road) and five intersections to operate at unacceptable levels of service during peak hours. The 2007 Certified EIR identified mitigation measures requiring roadway improvements at each of these locations, resulting in a Class II, significant but mitigatable impact. As shown in Figure 4-4 of the 2007 Certified EIR, a traffic signal located at the intersection of Union Valley Parkway and Foxenwood Lane was identified as a needed improvement. No other study intersections were identified as requiring improvements in the 2007 Certified EIR.

Policy C.1.a of the Circulation Element establishes LOS "D" as the minimum acceptable LOS for signalized intersections within the city. Based on the proposed zoning and Conceptual Development Plan, the Revised Project would have the potential to result in approximately 12,066 net new vehicle trips per weekday, including 574 AM peak hour trips and 505 PM peak hour trips (Appendix D). Based on an

evaluation of existing intersection operations and trip distribution patterns, the Revised Project would have the potential to result in the degradation of LOS below LOS D at the intersection of Union Valley Parkway and Foxenwood Lane during both a.m. and p.m. peak hours (Appendix D). Based on State CEQA Guidelines Section 15064.3, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, no potentially significant environmental impacts would occur as a result of potential inconsistency with Policy C.1.a of the Circulation Element.

Any necessary circulation improvements associated with addressing automobile delay would be identified through the discretionary approval process and implemented through conditions of approval for the project. Based on the results of the project TIS, the City would condition the project to require completion of the signal warrant process as land uses are developed on the project site. If land use development on-site results in vehicle traffic that meets the criteria signal warrant at the intersection of Union Valley Parkway and Foxenwood Lane, construction of a traffic signal would be required. Construction of a traffic signal at this location would result in temporary noise and air quality emissions impacts, however, due to the limited scope and temporary nature of the construction activities and existing sound walls located between Union Valley Parkway and adjacent residential neighborhoods, potential impacts associated with construction of a traffic signal at this location would be less than significant.

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.

Through the IS/NOP circulation process, the City has provided opportunities for coordination with Caltrans and the County regarding the scope of this SEIR, as well as review of the TIS prepared for the project. No transportation-related comments were received from the County, and comments received from Caltrans have been addressed within this section. Therefore, the project would be consistent with Policy C.2.b.1 requiring inter-jurisdictional transportation planning.

The project includes a proposed Conceptual Development Plan that does not include specific site design details. In order to be consistent with Goal C.6 and associated Policies of the Circulation Element, the project would need to provide adequate pedestrian and bicycle infrastructure throughout the proposed development site; for example, construction of a Class I Bike Path along Foxenwood Lane, as identified in the Bikeway Master Plan, would be required. Mitigation measures have been identified to require implementation of alternative transportation mode infrastructure throughout the project site in order to be consistent with Goal C.6 and the associated policies of the Circulation Element and the Bikeway Master Plan. In addition, mitigation measures identified in Section 4.1, Air Quality, Greenhouse Gas Emissions, and Energy, would further contribute to project consistency with these applicable standards. Upon implementation of mitigation measures detailed below and Mitigation Measures AQ/mm-1.1, AQ/mm-1.2, AQ/mm-2.4, and AQ/mm-2.5, project impacts associated with conflicting with a program, plan, ordinance, or policy addressing the circulation system would be *less than significant*.

TR Impact 1
The project would have the potential to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
Mitigation Measures
Implement Mitigation Measures AQ/mm-1.1, AQ/mm-1.2, AQ/mm-2.4, and AQ/mm-2.5.

TR Impact 1	
TR/mm-1.1	***Pedestrian and Bicycle Facilities.*** *Prior to issuance of grading or building permits for any development within the project area, the Applicant shall prepare circulation and traffic plans, which shall incorporate and improve connectivity with existing and new public transit facilities, bike paths or lanes, and pedestrian accessways to the greatest extent feasible, including through, at minimum, the following:* *a. Striped crosswalks shall be provided at the driveways along Foxenwood Lane.* *b. Convenient pedestrian access shall be provided between the land uses on the project site, including across Foxenwood Lane. Employees at the office uses west of Foxenwood Lane shall be provided a convenient path of travel to walk to commercial/retail uses east of Foxenwood Lane. A raised crosswalk shall be provided on Foxenwood Lane adjacent to any proposed marketplace promenade (or similar use) to increase pedestrian visibility and reduce vehicular speeds.* *c. Sidewalks shall be provided along the project site frontages along Foster Road and Union Valley Parkway.* *d. Class I and Class II bikeways shall be incorporated into the project roadway frontage improvements in accordance with the Bikeway Master Plan.* *e. All new public transit facilities, bike paths or lanes, and pedestrian access ways shall be Americans with Disabilities Act (ADA)-compliant.* *f. Temporary construction activities shall avoid conflict with bike and pedestrian accessways to the greatest extent feasible. If construction activities will interfere with existing bike or pedestrian routes, temporary access shall be provided to all areas of the project area.* *The plans shall be approved by the City Engineer prior to the start of construction.*
Residual Impacts	
With implementation of the identified mitigation measures, potential impacts associated with a conflict with a program, plan, ordinance, or policy addressing the circulation system would be considered less than significant with mitigation.	

4.3.5.2 Would the Project Conflict or be Inconsistent with CEQA Guidelines Section 15064.3(b)?

The SBCAG Travel Demand Model was used to develop VMT estimates with and without the project using both the model's base year of 2010, and the interim scenario of 2020. Table 4.3-4 summarizes the VMT estimates for both of these years with and without the Revised Project based on the proposed Conceptual Development Plan.

Table 4.3-2. Vehicle Miles Traveled Estimates

	2010	2020
No Project	9,540,676	9,525,614
With Project	9,404,634	9,491,776
Change	-136,042	-33,838

Source: SBCAG Model, CCTC 2020

Based on the results of the model, the project would reduce regional VMT by adding a diversity of land uses to a predominantly residential area. The project's proposed commercial and industrial land uses contribute to this diversity and result in an overall reduction in VMT compared to the land uses proposed for the site in the adopted Specific Plan, which only included public facilities and open space. In accordance with State CEQA Guidelines Section 15064.3(b), projects that reduce or have no impact on VMT should be presumed to 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* and no mitigation measures are necessary.

TR Impact 2
The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).
Mitigation Measures
No mitigation necessary.
Residual Impacts
Impacts associated with a conflict or inconsistency with State CEQA Guidelines Section 15064.3(b) would be less than significant.

4.3.5.3 Would the Project Substantially Increase Hazards due to a Geometric Design Feature or Incompatible Uses?

Based on the proposed Conceptual Development Plan, site access would be provided from seven full-access driveways on either side of Foxenwood Lane, one outbound-only driveway exiting the self storage facility, one full-access driveway on Foster Road east of Foxenwood Lane, and one right-in driveway on Union Valley Parkway east of Foxenwood Lane. Preliminary evaluation of site access and on-site circulation was conducted by CCTC for consistency with the Circulation Element and Transportation Research Board's best practices for access management and a number of specific recommendations were identified accordingly. Based on the conceptual nature of the future on-site circulation elements, Mitigation Measure TR/mm-3.1 has been identified to require future development plans for the project site be evaluated for consistency with the Best Management Practices identified in the project TIS, including driveway consolidation, one-direction access lanes, accommodation of proximate planned circulation improvements, stop controls, and driveway alignment. In addition, future development permits would be subject to review for consistency with City Public Works Services Department circulation design standards. Upon implementation of Mitigation Measure TR/mm-3.1, potential impacts associated with hazards due to a geometric design feature or incompatible use would be *less than significant*.

Upon implementation of the measures identified below, potential impacts associated with transportation hazards due to a geometric design feature or incompatible uses would be *less than significant*.

TR Impact 3
The project would have the potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

TR Impact 3	
Mitigation Measures	
TR/mm-3.1	***On-Site Circulation Elements Design.*** *Prior to issuance of grading or building permits for any development within the project area, the Applicant shall prepare circulation and traffic plans for review and approval by the City Public Works Services Department, which shall demonstrate consistency with applicable Best Management Practices described in the TIS prepared for the project, including, but not limited to, driveway consolidation, one-direction access lanes, accommodation of proximate planned circulation improvements, stop controls, and driveway alignment.*
Residual Impacts	
With implementation of the identified mitigation measure, potential impacts associated with hazards due to a geometric design feature or incompatible uses would be considered less than significant with mitigation.	

4.3.5.4 Would the Project Result in Inadequate Emergency Access?

Future construction associated with the buildout of the proposed conceptual development plan would utilize existing area within the project site for equipment staging and would not require any road closures outside of the project site. Temporary closures along the segment of Foxenwood Lane that bisects the project site may occur in order to install pedestrian and bicycle infrastructure and traffic controls. This segment of Foxenwood Lane would not block access to proximate public facilities or residential uses as Foster Road and Union Valley Parkway would provide access to those areas.

During operation, all access point and on-site circulation elements would be designed to comply with all emergency access and safety improvement standards in the California Fire Code and the City Municipal Code Chapter 7 (Traffic Regulations); therefore, potential impacts related to emergency access would be *less than significant* and no mitigation is necessary.

TR Impact 4
The project would not result in inadequate emergency access.
Mitigation Measures
No mitigation necessary.
Residual Impacts
Potential impacts associated with inadequate emergency would be considered less than significant and no mitigation would be necessary.

4.3.6 Cumulative Impacts

The Revised Project would allow for the future development of industrial and commercial uses on the project site. Based on the estimated Revised Project VMT, the Revised Project would reduce regional VMT by adding a diversity of land uses to a predominantly residential area. This reduction in regional

VMT would not result in a cumulatively considerable impact and would be consistent with regional goals and policies outlined in the RTP-SCS associated with reducing regional congestion, improving the jobs-housing balance to reduce commuter travel distances, promoting infill development, and promoting a mix of land uses.

Revised Project impacts associated with geometric design hazards and adequate emergency access would be adequately addressed through compliance with applicable state and City standards and implementation of mitigation identified above. Current and future development projects within the project vicinity would be subject to review for consistency with applicable safety design and emergency access standards. Based on required compliance with current design standards and mitigation measures identified above, Revised Project impacts associated with geometric design hazards and emergency access, in consideration with past, current, and future development projects within the vicinity, would be less than cumulatively considerable.

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4.4 TRIBAL CULTURAL RESOURCES

This section of the SEIR provides an assessment of potential impacts related to tribal cultural resources that could result from implementation of the Revised Project. The analysis in this section is based on the results of the Native American consultation conducted by the City for purposes of compliance with CEQA requirements, Assembly Bill (AB) 52, and Senate Bill (SB) 18.

4.4.1 Existing Conditions

According to the *City of Santa Maria General Plan Resources Management Element* (City of Santa Maria 2001), the Santa Maria Valley is within lands traditionally occupied by the Chumash until European contact in the mid-eighteenth century. Areas within close proximity to perennial water sources tend to have higher archaeological sensitivity. While the project site is not located within close proximity to any blue-line streams or bodies of water, the northern portion of the project site is located in an area designated as having low sensitivity for archaeological resources, and the southern portion of the project site is located in an area designated as having high or moderate sensitivity for archaeological resources, per the Resources Management Element.

In 2002, a records search of the California Historical Resources Information System (CHRIS) Central Coast Information Center (CCIC), located at the University of California, Santa Barbara, was conducted for the Specific Plan area. The archival search revealed no previous archaeological surveys had been conducted within the Specific Plan area and five archaeological sites were identified within 2 miles of the southern border of the Specific Plan area.

When the 2007 Certified EIR was approved, CEQA did not yet require the evaluation of a proposed project's impacts to tribal cultural resources. During the 60-day public review period of the Draft 2007 Certified EIR, a comment letter was received by the Tribal Elders Council Governing Board of the Santa Ynez Band of Mission Indians on December 27, 2006. The comment letter stated that the Tribal Elders Council had no further knowledge of the Specific Plan area as being spiritual or ceremonial, and requested the consideration of requiring a Native American monitor to be present during ground disturbance activities to ensure any cultural items unearthed be identified as quickly as possible. No other letters from local Native American tribes were received during the public comment period for the Draft 2007 Certified EIR.

The City, as the CEQA Lead Agency, has provided notification to Native American tribes affiliated with the project area pursuant to AB 52 and SB 18. Letters describing the project and providing information regarding consultation were sent to the City's list of local tribes on May 15, 2020. A request for consultation was received from Freddie Romero of the Santa Ynez Band of Chumash Indians. No other responses or requests for consultation were received prior to the conclusion of the statutory period within which tribes may request consultation (September 19, 2020).

4.4.2 Regulatory Setting

4.4.2.1 State

4.4.2.1.1 ASSEMBLY BILL 52

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 California Register of Historical Resources (CRHR); or
    b) Included in a local register of historical resources as defined in subdivision (k) of California Public Resources Code (PRC) Section 5020.1.
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 California 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 the type of environmental review necessary, the significance of tribal cultural resources, the significance of the project's impacts on the tribal cultural resources, project alternatives or appropriate measures for preservation, and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC Section 21080.3.2(b)).

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American Tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the Tribe that provided the information.

4.4.2.1.2 SENATE BILL 18

Passed in 2004, SB 18 requires counties and cities 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 county or city's general plan, the county or city must conduct consultations with California Native American tribes for the purpose of preserving specified places, features, and objects that are located within the county or city's jurisdiction. Under SB 18, counties and cities 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.

4.4.2.1.3 EXECUTIVE ORDER N-54-20

On March 4, 2020, California Governor Gavin Newsom issued Executive Order (EO) N-54-20, which extended the tribal consultation timelines under AB 52 and SB 18. The EO N-54-20 suspended the timeframes within which a California Native American tribe must request consultation and the lead agency must begin the consultation process for a period of 60 days, effective April 22, 2020, in consideration that tribal capacity to engage in or request consultation was limited at that time due to the Coronavirus Disease 2019 (COVID-19) pandemic. Therefore, all tribal noticing that began within the timeframe between April 22 and June 21, 2020, would essentially have an extended deadline for tribes to

request consultation as if the noticing began on June 21, 2020. Letters describing the Revised Project and providing information regarding consultation were sent to the City's list of local tribes on May 15, 2020, and the deadlines for California Native Tribes to request consultation were extended until July 21, 2020 (30 days after June 21, 2020), per AB 52, and until September 19, 2020 (90 days after June 21, 2020), per SB 18.

4.4.2.1.4 CALIFORNIA HEALTH AND SAFETY CODE SECTIONS 7050 AND 7052

California Health and Safety Code Section 7050.5 declares that, in the event of the discovery of human remains outside of a dedicated cemetery, all ground disturbance to the site where the remains were found must cease, and the County Coroner must be notified within 48 hours. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the Native American Heritage Commission (NAHC) within 24 hours. The NAHC, pursuant to PRC Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased Native Americans, so they can inspect the burial site and make recommendations for treatment or disposal. Health and Safety Code Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

4.4.3 Thresholds of Significance

The determinations of significance of project impacts are based on applicable policies, regulations, goals, and guidelines defined by CEQA and the City. Specifically, the project would be considered to have a significant effect on tribal cultural resources if the effects exceed the significance criteria described below, which are based on Appendix G of the State CEQA Guidelines.

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

    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.

Each of these thresholds is discussed under Section 4.4.5, Project-Specific Impacts and Mitigation Measures, below.

4.4.4 Impact Assessment and Methodology

The proposed project's potential impacts to tribal cultural resources have been evaluated by reviewing the archival records search and findings provided in the 2007 Certified EIR and consultation with Native American groups and individuals pursuant to AB 52 and SB 18 to solicit information regarding the presence of tribal cultural resources within the project vicinity.

4.4.5 Project-Specific Impacts and Mitigation Measures

4.4.5.1 Would the project cause a substantial adverse change in the significance of a tribal cultural resource?

The 2007 Certified EIR concluded that the project site does not contain, nor is it located near, any historic resources eligible for listing or identified in the National Register of Historic Places (NRHP), CRHR, or local register of historic resources.

The City, as the CEQA Lead Agency, has provided notification to Native American tribes affiliated with the project area pursuant to AB 52 and SB 18. Letters describing the project and providing information regarding consultation were sent to the City's list of local tribes on May 15, 2020. A request for consultation was received from Freddie Romero of the Santa Ynez Band of Chumash Indians. Mr. Romero requested that an Extended Phase I (XPI) archaeological survey be conducted on the project property to determine the potential for disturbance of previously undiscovered subsurface tribal cultural resources. During consultation, Mr. Romero's role as a representative and consultation contact for the Santa Ynez Band of Chumash Indians was filled by Bryan Bowe. An XPI work plan was prepared by SWCA and was approved by Mr. Bowe and the City. The XPI work plan was executed on November 11 and 12, 2020, and the results of the XPI were negative. Upon completion of the XPI, Mr. Bowe confirmed that the Santa Ynez Band of Chumash Indians had no further comments or concerns regarding the Revised Project. Therefore, tribal consultation was concluded on November 12, 2020, and potential impacts associated with tribal cultural resources would be *less than significant*.

TCR Impact 1
The project would not result in a substantial adverse change in the significance of a tribal cultural resource.
Mitigation Measures
No mitigation necessary.
Residual Impacts
Potential impacts associated with a substantial adverse change in the significance of a tribal cultural resource would be less than significant.

4.4.6 Cumulative Impacts

The project, in conjunction with other nearby past, planned, and potential future projects in Santa Maria and Santa Barbara County as discussed in Section 3, Environmental Setting, would have the potential to contribute to cumulative adverse impacts on tribal cultural resources.

Similar to the Revised Project, planned and future development projects in the project vicinity would be subject to discretionary review processes, including, but not limited to, CEQA. Projects considered under CEQA would be subject to tribal consultation requirements set forth in AB 52 and all county and city general plan adoption and/or amendments would be subject to the tribal consultation requirements set forth in SB 18. Compliance with these statutes and continued engagement by local Native American tribes in the region would overall reduce the potential for destruction of tribal cultural resources. As no tribal cultural resources were identified within the project site, individual project impacts would not be cumulatively considerable.

4.5 OTHER ISSUE AREAS

This section of the SEIR presents information about several of the remaining issue areas in the CEQA Appendix G Checklist that required further analysis beyond that which was provided in the IS/NOP. This analysis was conducted to update information and/or document compliance with existing regulations and/or to respond to comments received during public circulation of the IS/NOP, but which were not found to result in any significant and unavoidable impacts. Applicable thresholds under each of the following issue areas requiring further evaluation are addressed in this section. Refer to Appendix A for additional thresholds that have been screened out from further review.

- Aesthetics
- Cultural Resources
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Utilities and Public Service Systems

4.5.1 Aesthetics

4.5.1.1 Existing Conditions

The project site is in the southwestern portion of the city of Santa Maria, immediately west of SR 135. The 28-acre project site has a relatively flat to slightly sloping topography and is currently used for agricultural cultivation of strawberries. The project site supports several scattered mature trees around the northern and eastern edges of the parcel. During the growing season, views of the project site from proximate public vantage points are of the strawberry crop and agricultural support infrastructure, including perimeter fencing. In between growing seasons, views of the project site consist of a fallow agricultural field and vegetation and fencing along the perimeter of the project site. Views across the project site from adjacent public roadways are largely unobstructed and include longer-range views of the existing surrounding developed areas.

The project site is surrounded to the north by undeveloped agricultural land within the Airport Approach Zone (AA) zoning designation, to the east by SR 135 and single-family homes and commercial uses, to the south by single-family neighborhoods, and to the west by public facilities uses, including the Foodbank of Santa Barbara County, the Santa Maria Animal Shelter, and a Santa Barbara County behavioral health clinic.

4.5.1.2 Regulatory Setting

4.5.1.2.1 LOCAL

City of Santa Maria General Plan Land Use Element

The *City of Santa Maria General Plan Land Use Element* (City of Santa Maria 2011) identifies several goals and policies targeted towards community character and design, described below:

- ***Goal L.U.1.*** *Maintain and improve the existing character of the community as the industrial, and commercial retail center for the northern Santa Barbara County and southern San Luis Obispo County.*

Policy L.U.1a. *Establish and maintain a balanced mix of land uses to meet the present and future demands of the community.*

Goal L.U.3. *The City will promote quality urban design enhancing Santa Maria's character.*

Policy L.U.3. *Emphasize quality urban design features in rehabilitation and new development efforts (similar policies are in the Resources Management Element).*

Santa Maria Zoning Ordinance

The *City of Santa Maria Zoning Ordinance* (Title 12 of the City Municipal Code) identifies design standards for uses within the city, including maximum building height, screening standards, landscaping provisions, and other special design requirements, including standards for exterior lighting.

Santa Maria Airport Business Park Specific Plan

The Specific Plan includes several added standards in order to articulate the special limitations that apply within the Specific Plan area due to proximity to the Santa Maria Regional Airport, including exterior lighting standards. Exterior lighting within the Specific Plan area is required to be arranged and/or hooded so as to not make it difficult for pilots to distinguish between airport lights and other lights, result in glare in the eyes of pilots using the airport, impairing visibility in the vicinity of the airport, or otherwise endangering the landing, takeoff, or maneuvering of aircraft, other than for Federal Aviation Administration (FAA)-approved navigational aids.

Specific Plan Section 4.3, Community Design Standards, identifies community design standards for public and private improvements. Design standards set forth for public improvements include, but are not limited to, integration and coordination of surface materials into the overall design concept, meeting City standards for light fixture spacing and illumination levels; provision of public benches and trash receptacles of the same type, color, and material consistent with street lighting; and landscaping plans to be prepared by a licensed California Landscape Architect.

Design standards set forth for private improvements include architectural design requirements intended to create a unified effect that help establish the planning area as a special entity within Santa Maria. The design requirements are not intended to impose any specific architectural style, but rather are intended to foster functional and aesthetically pleasing urban design that should maintain an individual identity yet contribute to the integrity of the whole. These standards pertain to, but are not limited to, building form, massing, and scale; façade treatments, colors, textures, and materials; roof design; exterior lighting; signage and graphics; and landscape design.

4.5.1.1 Thresholds of Significance

The determinations of significance of project impacts are based on applicable policies, regulations, goals, and guidelines defined by CEQA and the City. Specifically, the project would be considered to have a significant effect on aesthetics if the effects exceed the significance criteria described below:

a. Have a substantial adverse effect on a scenic vista.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

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.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.5.1.2 Impact Assessment and Methodology

The 2007 Certified EIR and Revised Project IS/NOP concluded that potential project impacts associated with substantial adverse effects on a scenic vista, substantial damage of scenic resources within a state scenic highway, and creation of a new source of light adversely affecting views in the area would be less than significant and no mitigation would be necessary. Impacts associated with potential conflicts with applicable zoning and other regulations governing scenic quality were also addressed in the IS/NOP and found to be less than significant. However, the City received a comment letter from the County that raised additional concern regarding potential project impacts associated with aesthetics during the public circulation period of the IS/NOP. Therefore, to provide additional analysis and address comments received, potential impacts associated with project consistency with applicable policies governing visual quality are addressed below.

4.5.1.1 Project-Specific Impacts and Mitigation Measures

4.5.1.1.1 WOULD THE PROJECT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY?

Although the Revised Project does not currently propose any specific development at the project site, the Applicant has coordinated with the Airport District to develop a Conceptual Development Plan. The Conceptual Development Plan proposes to develop the 28-acre project site with up to a 9-acre area to accommodate on-site stormwater flows and potential future development of a regional stormwater detention basin and approximately 264,500 square feet of Airport Commercial (AC) and Light Industrial (LI) uses, including potential government/public facility uses, retail uses, commercial office/professional office uses, quick-serve restaurant/mini-mart/gas station uses, and/or a self-storage facility. The Revised Project is located within an urbanized area of the city with developed uses, including public facilities and residential neighborhoods, bordering the project site to the east, south, and west.

As with the Communities Facilities (CF) land uses proposed under the Approved Project, future uses under the Revised Project, including those identified in the Conceptual Development Plan, would be subject to the design standards set forth in the Specific Plan. Section 1.5, Effects Found Not to Be Significant, of the 2007 Certified EIR concluded that the Specific Plan included guidelines for land use and design to integrate the aesthetic elements of the surrounding environment, which would provide continuity between the existing and proposed land uses within the project area, consistent with the City Zoning Ordinance. Therefore, the 2007 Certified EIR concluded that the Approved Project would not significantly degrade the existing visual character of the site or surrounding area.

The Revised Project would also be required to comply with design standards set forth by Specific Plan Chapter 4.0, Land Development Regulations, including, but not limited to, maximum building height, minimum front setback, minimum side and rear setbacks, screening standards, landscaping standards, and arrangement/hooding of lights so as to not impair visibility for incoming/outgoing pilots (City of Santa Maria 2007). The project site currently includes Public Facilities - Airport (PF-A) and Open Space (OS) zoning designations. The Revised Project would include Planned Development Airport Commercial District/Public Facilities - Airport (PD-C-3/PF-A), Planned Development Light Manufacturing/Public Facilities - Airport (PD-M-1/PF-A), and OS zoning designations on the project site.

Table 4.5-1. Visual Zoning Standards Comparison

Zoning Standard	Zoning Designation			
	PF-A	C-3	M-1	OS
Maximum Building Height	25 feet[1]	60 feet[1]	60 feet[1]	N/A
Minimum Front Setback	30 feet[2,3]	30 feet[2]	30 feet[2]	N/A
Minimum Side Setback	10 feet	10 feet	10 feet	N/A
Minimum Rear Setback	10 feet[3]	10 feet[3]	10 feet	N/A
Screening	N/A	If warranted by Planning Commission, masonry wall no less than 6 feet in height along perimeter. Open storage areas shall be enclosed by a solid fence or wall.	If warranted by Planning Commission, masonry wall no less than 6 feet in height along perimeter. Open storage areas shall be enclosed by a solid fence or wall.	Open storage areas shall be enclosed by a solid fence or wall. All screening shall be landscaped.
Landscaping	N/A	Must be consistent with provisions set forth in Section 4.3.2 of the Adopted Specific Plan.	Must be consistent with provisions set forth in Section 4.3.2 of the Adopted Specific Plan.	N/A

[1] Maximum allowable height unless so authorized by the Zoning Administrator upon justifying an exception.

[2] Exceptions including parking lots no less than 20 feet from the front property line. Architectural features may project up to 10 feet into the required setback but no less than 5 feet if proposed, and for no more that 30% of the building width.

[3] Buildings and parking lots adjacent to Airpark Drive and SR 135 (Orcutt Expressway) shall be set back 40 feet from the property line to said streets.

Table 4.5-1 above provides a comparison of the visual zoning standards of the existing and proposed zoning designations. The Revised Project would potentially allow for the future development of buildings up to 60 feet in height within the PD-C-3/PF-A and PD-M-1/PF-A zoning designations where currently development would be limited to a maximum building height of 25 feet. On average, each floor of a building is typically 10 feet in height; therefore, a maximum building height of 60 feet would potentially allow for the development of six-story structures. Buildings at this height would be substantially taller than surrounding development, which is predominantly limited to one- and two-story buildings. However, per the State CEQA Guidelines Appendix G threshold for Aesthetics, in urbanized areas, a potentially significant impact would occur if the project would conflict with applicable zoning and other regulations governing scenic quality. Any future development proposed within the project site under the Revised Project would be required to comply with applicable zoning standards (described above). In addition, future development would be evaluated for consistency with other applicable City policies related to the protection of visual resources and urban design standards, as detailed in the Land Use Element and Section 4.3, Community Design Standards, of the Specific Plan.

The Revised Project would result in a change in visual character of the project site from the Approved Project for viewers travelling along SR 135. The Approved Project included Recreation Open Space - Detention Basin (ROS-DB) zoned land to be located within the northeast corner of the project site, adjacent to SR 135 and other ROS-DB and Conservation Open Space (COS) zoned land located to the north. The Revised project would locate ROS-DB zoned land within the northwest corner of the property and AC land uses would be located on the eastern portion of the project site east of Foxenwood Lane. While the project would result in future development of commercial development in an area previously zoned for open space along the viewshed of SR 135, the site is located in an urbanized area of the city and no scenic designations or visual resources are identified in the area. In addition, as described above, the

future development of the project site would be subject to the Specific Plan design standards and reviewed for consistency with these standards and overall compatibility with surrounding developments.

Through required compliance with the applicable zoning standards, General Plan policies, Specific Plan policies, and City staff review of future developments, the proposed change in zoning and maximum building height on the project site would not result in a conflict with applicable zoning or other regulations governing scenic quality.

The Revised Project would not result in a conflict with applicable zoning or other regulations governing scenic quality; therefore, consistent with the 2007 Certified EIR, potential impacts would continue to be *less than significant*.

4.5.2 Cultural Resources

4.5.2.1 Existing Conditions

According to the *City of Santa Maria General Plan Resources Management Element* (City of Santa Maria 2001), the Santa Maria Valley is within lands traditionally occupied by the Chumash until European contact in the mid-eighteenth century. Areas within close proximity to perennial water sources tend to have higher archaeological sensitivity. While the project site is not located within close proximity to any perennial streams or bodies of water, the northern portion of the project site is located in an area designated as having low sensitivity for archaeological resources, and the southern portion of the project site is located in an area designated as having high or moderate sensitivity for archaeological resources.

In 2002, a records search of the CHRIS CCIC, located at the University of California, Santa Barbara, and an on-site assessment were conducted, and five archaeological sites were identified within 5 miles of the southern border of the site. Per the 2007 Certified EIR, no resources were identified within or immediately adjacent to the project site.

4.5.2.2 Regulatory Setting

4.5.2.2.1 STATE

California Environmental Quality Act

CEQA (PRC Section 21000 et seq.) requires consideration of a project's impacts on significant historical and archaeological resources. Significant impacts on such resources are to be avoided or mitigated to less-than-significant levels.

The State of California has formulated laws for the protection and preservation of historic and archaeological resources. Generally, a cultural resource shall be considered to be "historically significant" if the resource meets the criteria for listing on the CRHR (PRC Section 5024.1, 14 CCR 4852), including the following:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and Cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to PRC Section 5020.1[k]), or identified in an historical resources survey (meeting the criteria in PRC Section 5024.1[g]) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

If the project may cause damage to a significant archaeological resource, the project may have a significant effect on the environment. State CEQA Guidelines Section 15064.5 defines a substantial adverse change of a historical resource to be the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired.

Assembly Bill 52 / Senate Bill 18

Approved in 2014, AB 52 added tribal cultural resources to the categories of resources that must be evaluated under CEQA. 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.

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. Refer to Section 4.4, Tribal Cultural Resources, for further detail.

California Health and Safety Code, Sections 7050 and 7052

California Health and Safety Code Section 7050.5 declares that, in the event of the discovery of human remains outside of a dedicated cemetery, all ground disturbance must cease, and the County Coroner must be notified. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the NAHC within 24 hours. The NAHC, pursuant to PRC Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased Native Americans, so they can inspect the burial site and make recommendations for treatment or disposal. Refer to Section 4.4, Tribal Cultural Resources, for further detail.

4.5.2.3 Thresholds of Significance

The determinations of significance of project impacts are based on applicable policies, regulations, goals, and guidelines defined by CEQA and the City. Specifically, the project would be considered to have a significant effect on cultural resources if the effects exceed the significance criteria described below:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

c. Disturb any human remains, including those interred outside of formal cemeteries.

4.5.2.4 Impact Assessment and Methodology

The 2007 Certified EIR and Revised Project IS/NOP included evaluation of a records search of the CHRIS conducted for the Specific Plan area in 2002. The records search identified five archaeological sites within 5 miles of the southern border of the site. No resources were identified within or immediately adjacent to the project site (Rincon Consultants 2007). The 2007 Certified EIR concluded that potential project impacts to historic resources would be less than significant and no mitigation would be necessary.

Through preparation of the Revised Project IS/NOP, staff evaluated the analysis provided in the 2007 Certified EIR pertaining to cultural resources and the current City methodology for evaluating potential impacts associated with cultural resources. Since 2007, the City has identified standard mitigation measures for projects with the potential to disturb previously unknown cultural resources. In addition, additional archaeological survey and excavation work was conducted on-site as a part of consultation with a local Native American tribe in accordance with AB 52 for the Revised Project (see Section 4.4, Tribal Cultural Resources, for a full summary of the consultation conducted). Due to the need to incorporate current standard avoidance measures and include additional evidence provided by the Extended Phase I (XPI) archeological survey completed on November 11th and 12th, 2020, this section evaluates potential impacts to cultural resources based on the available updated information and regulatory requirements.

4.5.2.5 Project-Specific Impacts and Mitigation Measures

4.5.2.5.1 WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO SECTION 15064.5?

According to the City Resources Management Element, the northern portion of the project site is located in an area designated to have low sensitivity for archeological resources, and the southern portion of the project site is located in an area designated to have high or moderate sensitivity for archaeological resources. In 2002, a records search of CHRIS and an assessment was conducted on-site and identified five archaeological sites within 5 miles of the southern border of the site. No resources were identified within or immediately adjacent to the project site (Rincon Consultants 2007). Further, the on-site agricultural cultivation of strawberries began in late 2018, subsequent to the 2002 records search. Cultivation activities routinely disturb the upper soil layers to an estimated depth of at least 3 feet. Thus, these activities would have likely exposed, disturbed, and/or removed any subsurface archaeological resources within the upper soil layers. No archaeological resources have been identified during the cultivation activities. Although no resources were identified on the surface and the site is now subject to routine and ongoing ground disturbance, project ground disturbance associated with the proposed development plan of the Revised Project could inadvertently uncover previously unknown, buried archeological deposits.

Although no resources were identified on the surface, the 2007 Certified EIR noted that ground disturbance associated with the Approved Project could inadvertently uncover previously unknown, buried archaeological deposits. The 2007 Certified EIR concluded that impacts from the inadvertent discovery of archaeological resources would be less than significant through the implementation of procedures prescribed by state law.

The project site has been subject to extensive ground disturbance since the EIR was certified in 2007. The agricultural cultivation of strawberries began in late 2018; several stands of mature eucalyptus trees were removed to accommodate the cultivation activities. Agricultural activities routinely disturb the upper soil layers to an approximate depth of 3 feet. Thus, the ongoing strawberry cultivation would have likely exposed, disturbed, and/or removed any unknown subsurface archaeological resources within the upper

soil layers. No archaeological resources have been identified during the routine cultivation activities; therefore, the potential for such resources to exist within the project site is very low.

Even so, as with the Approved Project, the Revised Project would result in future extensive excavation into undisturbed native soils (e.g., at depths greater than 6 feet). Excavation would be greatest at the proposed ROS-DB zoning designation area, where future development of a detention basin would result in excavation of up to 30 feet); at the location of any underground storage tanks at the anticipated gas station; at building foundations/footings; and where trenching is required for utility connections. While the potential to encounter archaeological resources generally decreases with depth, ground disturbance associated with the Revised Project could inadvertently uncover previously unknown, buried archaeological deposits. Therefore, future buildout of the proposed conceptual development plan would result in potentially significant impacts associated with substantial adverse effects to previously undiscovered archeological resources. Mitigation has been identified below to establish the appropriate protocol to be followed in the event of discovery of archaeological resources during ground-disturbing activities. Upon implementation of identified mitigation, potential impacts would be *less than significant*.

CR Impact 1	
The project would cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	
Mitigation Measures	
CR/mm-1.1	***Inadvertent Discovery of Archaeological Resources.*** *In the event that an archaeological resource is encountered during subsurface earthwork activities, 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 CCIC, and provide for the permanent curation of the recovered materials.*
Residual Impacts	
With implementation of the identified mitigation measures, potential impacts associated with substantial adverse changes to the significance of an archaeological resource would be less than significant with mitigation.	

4.5.2.5.2 WOULD THE PROJECT DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?

In 2002, a CHRIS records search and an on-site assessment were conducted, and five archaeological sites were identified within 5 miles of the southern border of the site; no resources were identified within or immediately adjacent to the project site (Rincon Consultants, Inc. 2007). The 2007 Certified EIR concluded that that the Approved Project's potential impacts to human remains would be less than significant based on required compliance with state and local regulations. The cultivation of strawberries

began on the project site in late 2018. As a result, the project site has been subject to substantial ground disturbance since the survey was completed in 2002, and the potential for inadvertently encountering human remains has been reduced.

However, as with the Approved Project, in the unlikely event that human remains are discovered during construction of the Revised Project, and the remains are determined to be Native American and recovered as a result of an action brought pursuant to this section, the requirements of California Health and Safety Code Section 7050.5 shall be adhered to. This section requires that in the event of accidental discovery or recognition of any human remains, no further disturbances shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the resource is determined significant under CEQA, a 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 CCIC, and provide for the permanent curation of the recovered materials. Based on required compliance with state and local policies pertaining to archaeological resources, the Revised Project's potential impacts associated with disturbance of human remains would be consistent with those identified in the 2007 Certified EIR and less than significant; therefore, no mitigation would be necessary.

4.5.3 Geology and Soils

4.5.3.1 Existing Conditions

The project site 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 Solomon Hills. The Santa Maria River traverses the valley from east to west before its confluence with the Pacific Ocean just west of the town of Guadalupe. The Santa Maria River is formed by the convergence of the Cuyama and Sisquoc Rivers at Fugler Point near the town of Garey.

Consistent with information provided in Section 10 of the 2007 Certified EIR, a review of the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey (NRCS 2020) and the USDA *Soil Survey of Northern Santa Barbara Area, California* (Soil Conservation Service [SCS] 1972) indicates that the project site is underlain by the following two soil types:

- **BmA – Betteravia loamy sand, 0 to 2 percent slopes.** This soil unit underlies approximately 66% of the project site, occurring in the center and southeastern corner of the site. This nearly level soil has slow permeability and very slow surface runoff. The hazard of water erosion is slight to none. The hazard of wind erosion is high. The typical depth to the subsoil is 36 to 50 inches. This soil unit is used primarily for range and for non-farm purposes. A few areas are used for dry-farmed grain and for irrigated row crops, particularly strawberries.
- **OcD3 – Oceano sand, 2 to 15 percent slopes.** This soil unit underlies approximately 33% of the project site, occurring in the center, southeastern corner, and northeastern corner of the site. This soil is gently sloping to strongly sloping. Permeability is rapid and surface runoff is slow to moderate. The hazard of water erosion is moderate, and the hazard of wind erosion is very high. This soil is used to a limited extent for irrigated alfalfa and walnuts and for rangeland.

Based on the geologic map of Santa Maria and Twitchell Dam quadrangles (Dibblee and Ehrenspeck 1994), the project site is underlain by older alluvium, consisting of wind-deposited sand. Older Alluvium is considered to have high paleontologic sensitivity (County of Santa Barbara 2018). Fossils that have been historically encountered in formations of this age include tide-pool and rock-cliff mollusks and barnacles in marine deposits (Woodring and Bramlette 1950).

4.5.3.2 Regulatory Setting

4.5.3.2.1 STATE

Public Resources Code Sections 5097.5 and 30244

State requirements for paleontological resource management are included in PRC Sections 5097.5 and 30244. These statutes prohibit the removal of any paleontological site or feature from public lands without permission of the jurisdictional agency, define the removal of paleontological sites or features as a misdemeanor, and require reasonable mitigation of adverse impacts to paleontological resources from developments on public (e.g., state, county, city, district) lands.

4.5.3.3 Thresholds of Significance

The determinations of significance of project impacts are based on applicable policies, regulations, goals, and guidelines defined by CEQA and the City. Specifically, the project would be considered to have a significant effect on geology and soils if the effects exceed the significance criteria described below:

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.
    ii. Strong seismic ground shaking.
    iii. Seismic-related ground failure, including liquefaction.
    iv. Landslides.
b. Result in substantial soil erosion or the loss of topsoil.
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
d. Be located on expansive soil, as defined in Table 18-1-B of the most recent Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
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.
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.5.3.4 Impact Assessment and Methodology

The 2007 Certified EIR and Revised Project IS/NOP concluded that potential project impacts associated with thresholds a) through e) as described above would be less than significant and no mitigation would be necessary. At the time of certification of the 2007 Certified EIR, evaluation of paleontological resources was included in a threshold within the Cultural Resources issue area that also covered archeological resources. The 2007 Certified EIR did not provide specific analysis of the potential for disturbance of significant paleontological resources. Therefore, analysis is provided for potential impacts to paleontological resources in Section 4.5.3.5 below. The Revised Project's potential to affect significant paleontological resources was determined by evaluating the sensitivity of the underlying geologic units

and the maximum depth and volume of excavation that would be associated with the future development of the project site.

4.5.3.5 Project-Specific Impacts and Mitigation Measures

4.5.3.5.1 WOULD THE PROJECT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?

Topsoil at the project site consist of the two surface soils: Betteravia loamy sand and Oceano sand. Betteravia loamy sand underlies approximately 66% of the project site, occurring on the northern and western portions of the site. The Oceano sand unit underlies approximately 33% of the project site, occurring in the center, southeastern corner, and northeastern corner of the site. Geologic maps prepared for Santa Barbara County indicate the surface soils are underlain by Older Alluvium consisting of dissected alluvial gravel, sand, and clay (Qoa), which is considered to have high sensitivity for paleontological resources (Dibblee and Ehrenspeck 1994; County of Santa Barbara 2018). Fossils that have been historically encountered in formations of this age include tidepool and rock-cliff mollusks and barnacles in marine deposits (Woodring and Bramlette 1950).

The project site consists of previously disturbed terrain with mostly flat topography. Apart from the potential future development of a regional detention basin (if permitted and necessary), the Revised Project would not require any substantial cuts into any hillsides or deep excavations with the potential to disturb underlying geological units (i.e., the Older Alluvium [Qos]). The Revised Project includes provision of an area to accommodate for the potential future construction of a regional detention basin. The 9-acre regional basin was designed to accommodate off-site flows from areas east of the project site. These flows are currently being collected and managed north of the project site, in additional stormwater facilities within the Specific Plan area, and, therefore, may never need to be retained on-site as originally envisioned in the 2007 Specific Plan EIR. A regional detention facility may also not be allowed by current Regional Water Quality Control Board (RWQCB) post-construction stormwater requirements. However, in the event such regional flows would need to be managed on-site, and such regional collection and management would be permittable by the RWQCB, the Revised Project has been designed to retain adequate area to accommodate the larger regional stormwater basin.

Construction of the regional detention basin could require the excavation of soils over an area of up to 9 acres to a maximum depth of approximately 30 feet. This excavation would be located within the Betteravia loamy sand surface soil unit. The thickness of the soil unit varies, but it typically extends at least 36 inches in the project vicinity.

Based on the sensitivity of underlying geologic units and maximum depth of excavation that would result from buildout of the proposed conceptual development plan, the Revised Project would have the potential to encounter previously undiscovered paleontological resources. Mitigation Measure GS/mm-1.1 has been identified to require construction activities to cease in the immediate vicinity if paleontological resources are unearthed during project ground disturbance activities until it can be evaluated by a paleontologist for significance and processed accordingly. Upon implementation of this mitigation measure, potential impacts associated with destroying a unique paleontological resource or site or unique geologic feature would be *less than significant*.

GS Impact 1	
The project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	
Mitigation Measures	
GS/mm-1.1	***Inadvertent Discovery of Paleontological Resources.*** *Should any vertebrate fossils or potentially significant finds (e.g., numerous well-preserved invertebrate or plant fossils) be encountered during work on the site, all activities in the immediate vicinity of the find shall cease until a qualified paleontologist evaluates the find for its scientific value. If deemed significant, the paleontological resource(s) shall be salvaged and deposited in an accredited and permanent scientific institution where they will be properly curated and preserved.*
Residual Impacts	
With implementation of the identified mitigation measure, potential impacts associated with destroying a unique paleontological resource or site or unique geologic feature would be less than significant with mitigation.	

4.5.4 Hydrology and Water Quality

4.5.4.1 Existing Conditions

The project site is located within the Santa Maria Watershed, one of the largest coastal drainage basins in California, which includes all tributaries and watersheds for the Cuyama, Sisquoc, and Santa Maria Rivers. The Santa Maria Watershed overlies the Santa Maria Valley Groundwater Basin, 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 Santa Maria Valley Groundwater Basin as its sole water supply until the City began receiving California State Water Project (SWP) water from the Central Coast Water Authority (CCWA) in 1997. The Santa Maria Valley Groundwater Basin is currently under a 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.

The project site currently supports agricultural row crops, and the topography of the site is relatively flat to gently sloping. Based on the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer Viewer, the project site is not located within a 100-year flood plain (FEMA 2020). Based on the National Wetlands Inventory Surface Waters and Wetlands Mapper, there are no surface waters or wetlands located within or immediately adjacent to the project site (National Wetlands Inventory 2020).

4.5.4.2 Regulatory Setting

4.5.4.2.1 STATE

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) (California Water Code Section 13000 et seq.) is the principal state law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and groundwater and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act, the policy of the state is as follows:

- That the quality of all the waters of the state shall be protected;

- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the state must be prepared to exercise its full power and jurisdiction to protect the quality of water in the state from degradation.

The Porter-Cologne Act established nine RWQCBs (based on hydrogeological barriers) and the State Water Resources Control Board (SWRCB) (collectively referred to as the California Water Boards), which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California.

California Water Boards

The establishment and enforcement of water quality standards for the discharge into and maintenance of water throughout California is managed by the SWRCB and RWQCBs. The SWRCB enforces the federal Clean Water Act (CWA) on behalf of the U.S. Environmental Protection Agency (EPA) and is the primary state agency ensuring that the quality of potable water supplies is protected. The SWRCB has adopted a statewide construction general permit that applies to stormwater and non-stormwater discharges from construction activities. This general permit, which is implemented and enforced at the regional level by the Central Coast RWQCB, requires all owners of land where construction activity occurs to:

- Eliminate or reduce non-stormwater discharges to stormwater systems and other waters of the U.S.;
- Develop and implement a Stormwater Pollution Prevention Plan (SWPPP) emphasizing stormwater Best Management Practices (BMPs); and
- Perform inspections of stormwater pollution prevention measures to assess their effectiveness.

4.5.4.2.2 LOCAL

County of Santa Barbara Flood Control and Water Conservation District

The primary purpose of the County of Santa Barbara Flood Control and Water Conservation District (Flood District) is to provide flood protection and conserve storm, flood, and surface waters of the county for beneficial public use. The Flood District designs and constructs flood control projects throughout the county and cooperates with federal agencies in the construction of major projects such as the Carpinteria Watershed Project, as well as smaller channel improvements and storm drains. In addition, Flood District staff provide the design and administer the construction contracts for disaster rehabilitation projects. Overall, the Flood District is responsible for channel maintenance, design, and construction of capital improvements, review of new development, and a hydrologic data collection/flood warning system in the unincorporated areas of the county.

City of Santa Maria Storm Water Management Program and Storm Water Runoff Pollution Prevention Ordinance

The City proactively manages stormwater within its city limits. Historically, the City focused on the impacts of stormwater as it relates to flood control; however, in the last decade, additional regulations have been adopted in the State of California that specifically address the discharge quality of stormwater from a City's stormwater conveyance system.

The Stormwater Management Program consists of six components:

- Public education and outreach;

- Public involvement and participation;
- Illicit discharge detection and elimination;
- Construction runoff control;
- Post-construction runoff control; and
- Good housekeeping.

In 2009, the City adopted a Storm Water Runoff Pollution Prevention Ordinance, adding Chapter 8-12A to the Santa Maria Municipal Code. This ordinance implements policies intended to achieve the goals set forth by the Storm Water Management Program by protecting the City's stormwater collection system and receiving waters from pollutants and complying and requiring compliance with federal and state laws concerning stormwater. Several applicable policy requirements of this ordinance include, but are not limited to, the following:

> ***Section 8-12A.08. Requirement to Prevent, Control, and Reduce Storm Water Pollutants***
>
> *a. Requirement to Implement Best Management Practices (BMPs). All responsible parties shall implement appropriate BMPs adopted by the City of Santa Maria for any activity, operation, or facility, which may cause or contribute to pollution or contamination of the storm drain system or receiving waters.*
>
> *b. New Development and Redevelopment. All responsible parties shall implement City of Santa Maria BMPs to control the volume, rate, and potential pollutant load of storm water runoff from new development and redevelopment projects to minimize the generation, transport, and discharge of pollutants.*
>
> *c. Responsibility to Implement BMPs. Notwithstanding the presence or absence of requirements promulgated pursuant to subsections (a) and (b) above, any person engaged in activities or operations, or owning facilities or property which will, or may, result in pollutants entering storm water, the storm drain system, or receiving waters shall implement BMPs to prevent and reduce such pollutants to the maximum extent practicable.*
>
> *1. Activities, operations, and facilities include, but are not limited to: operation, maintenance, and repair of vehicles; use and disposal of chemicals such as paints, pool chemicals, pesticides, herbicides, and fertilizers; parking lots, gasoline stations, and loading docks; trucking, transportation, manufacturing, and processing facilities; waste disposal, recycling, scrap and used parts operations; mobile steam or pressure washing operations; construction projects, and car washing other than individual residential car washing.*
>
> *Prior to conducting a car wash event, the responsible party shall obtain, either from the City's website (santamariacleanwater.org) or from the Utilities Department, the current BMPs for Car Wash Events. The responsible party shall sign and post the current BMPs in a clearly visible location at the car wash event.*
>
> *2. Construction activities which may result in the release of pollutants to storm water include, but are not limited to: grading, paving, pouring concrete, painting, and landscaping. Pollutants to be controlled at construction sites include in particular, but are not limited to, soil*

sediments released by tracking and erosion during and immediately following construction.

Section 8-12A.11. Notification of Spills

Notwithstanding other requirements of law, if any person responsible for a facility or operation, or responsible for emergency response for a facility or operation has information of any known or suspected release of materials which are resulting, or may result, in illicit discharges or pollutants discharging into the storm drain system, said person shall immediately take all necessary steps to ensure the discovery, containment, and cleanup of such a release. In the event of a release of materials, said person shall notify the City of Santa Maria in person at 2065 East Main Street, Santa Maria, or by phone to 805-928-3781, ext. 277, or 805-925-2631, no later than 5:00 p.m. the next business day. Notifications shall be confirmed by follow-up correspondence addressed to the City of Santa Maria, Department of Utilities, 2065 East Main Street, Santa Maria, CA, 93454 within three days of the initial notification.

4.5.4.3 Thresholds of Significance

The determinations of significance of project impacts are based on applicable policies, regulations, goals, and guidelines defined by CEQA and the City. Specifically, the project would be considered to have a significant effect on land use and planning if the project would:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;

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;

    ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

    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

    iv. impede or redirect flood flows;

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; and/or

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.5.4.4 Impact Assessment and Methodology

The 2007 Certified EIR and Revised Project IS/NOP concluded that potential project impacts associated with violation of water quality or waste discharge requirements, groundwater supplies, impeding or redirecting flood flows, release of pollutants due to project inundation, and conflict with a water quality

control plan or sustainable groundwater management plan would be less than significant and no mitigation would be necessary.

The 2007 Certified EIR and Revised Project IS/NOP concluded that potential project impacts associated with alterations of the existing drainage pattern in a manner that would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of runoff resulting in flooding, or create runoff water that would exceed the capacity of existing or planned stormwater drainage systems would be less than significant with implementation of mitigation measures identified in the 2007 Certified EIR. However, the City received a comment letter from the Flood District that raised additional concern regarding potential project impacts associated with stormwater drainage during the public circulation period of the IS/NOP. Therefore, based on subsequent consultation with Flood District staff and City Public Works staff, potential impacts associated with changes to the existing drainage pattern that could result in exceedance of stormwater drainage systems capacity or provide additional sources of polluted runoff are addressed below.

4.5.4.1 Project-Specific Impacts and Mitigation Measures

4.5.4.1.1 WOULD THE PROJECT ALTER THE EXISTING DRAINAGE PATTERN RESULTING IN AN EXCEEDANCE OF STORMWATER DRAINAGE SYSTEMS OR SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?

The 2007 Certified EIR identified Mitigation Measure D-2(a), Stormwater Drainage Systems Design, which required the Applicant to provide an engineered hydrologic analysis and drainage plan that identifies drainage facilities to accommodate the expected flows, up to a 25-year event with freeboard, and also designed to withstand a 100-year event without damage to any proposed structure. Mitigation Measure D-2(b), Stormwater Detention Specifications, was also identified and established design specifications for detention basins in the Specific Plan area. At the time of publication of the 2007 Certified EIR, each of these mitigation measures identified exceeded the design requirements of applicable City and RWQCB standards and were designed to address local conditions.

The Revised Project would allow for the future development of commercial, industrial, and public facility land uses on-site. Future development on the project site would be required to be designed to collect and treat stormwater flows in accordance with City and state policies. Based on preliminary calculations, the buildout of the Conceptual Development Plan would result in the need for approximately 2.7 acre-feet (AF) of detention basin/infiltration area. The project site has been designed to accommodate the future development of a 2.7-AF detention basin as well as an expansion area (if necessary and permitted) for the potential future development of the 9-acre regional detention basin that was originally proposed on the project site in the adopted Specific Plan (Detention Basin No. 9), which was designed to accommodate up to 33 AF of stormwater flows from other proposed uses within the specific plan area and immediately surrounding areas. The 9-acre regional basin was designed to accommodate off-site flows from areas east of the project site. These flows are currently being collected and managed north of the project site, in additional stormwater facilities within the Specific Plan area and, therefore, may never need to be managed on-site as originally envisioned in the 2007 Specific Plan EIR. A regional detention facility may also not be allowed by current RWQCB post-construction stormwater requirements. However, in the event such regional flows would need to be managed on-site, and such regional collection and management would be permittable by the RWQCB, the Revised Project has been designed to retain adequate area to accommodate the larger regional stormwater basin.

In order to ensure development on-site includes effective drainage facilities that meet or exceed applicable FAA, state, and City wildlife hazard guidelines, Mitigation Measures HYDRO/mm-1.1 and

HYDRO/mm-1.2 (corresponding to measures D-2(a) and D-2(b) of the 2007 Certified EIR) would be applied to the Revised Project. Upon implementation of these measures, potential impacts associated with alteration of the existing drainage pattern resulting in an exceedance of stormwater drainage systems or substantial additional sources of polluted runoff would be *less than significant with mitigation*.

HYDRO Impact 1	
The project would have the potential to alter the existing drainage pattern resulting in an exceedance of existing or planned stormwater drainage systems capacity or substantial additional sources of polluted runoff.	
Mitigation Measures	
HYDRO/mm-1.1	*Implement 2007 Certified EIR Measure D-2(a):* ***Storm Water Drainage Systems Design.*** *The Applicant shall provide an engineered hydrologic analysis and drainage plan for the project, prepared by a qualified engineer, which evaluates the added runoff that would result from site development, in relation to the existing drainage system under 10-, 25-, and 100-year flood conditions. The hydrologic analysis shall specify design standards for drainage facilities that would adequately convey storm water runoff under 100-year flood conditions in accordance with City standards. The stormwater conveyance devices shall be sized to accommodate the expected flows, up to a Q25 event with freeboard, and also designed to withstand a Q100 event without damage to any proposed structure.*
HYDRO/mm-1.2	*Implement 2007 Certified EIR Measure D-2(b):* ***Storm Water Detention Specifications.*** *The Applicant shall implement on-site physical improvements (e.g., detention basins, etc.) that ensure that existing peak discharge to downstream drainages is not increased as a result of development. Detention basins shall be designed in accordance with applicable City, RWQCB, and FAA standards. The design must consider the volume of water that the basin is expected to store as well as operation and maintenance of the basins. The detention basins are to have a filtering device on the inflow side to prevent the flow of contaminants and sediments into the basins. Basins shall be designed to meet the following standards or any more stringent standards in effect at the time of development application:* *a. Volume: Detention basins shall be sized to provide capacity for a 100-year storm event (minimum) and to meet the outflow requirements listed below.* *b. Outflow Device: All detention basins are to be designed to be free draining. Underground basins are not allowed. Outlet pipes shall be oversized (18-inch minimum) with an orifice restriction to limit outflow to 0.07 cubic feet per second per acre of developed land or as determined by the City. Orifice restriction plates shall be removable for emergency situations. A removable trash rack shall be provided at the outlet.* *c. Slopes: Maximum side slopes shall be four horizontal to one vertical on interior slopes and two horizontal to one vertical on exterior slopes. A soils engineering and geotechnical report shall be required for all fill levee sections. The report shall address remedial grading, benching, and slope stability of the level sections.* *d. Emergency Overflow: An emergency overflow spillway shall be sized for the peak 100-year storm runoff. The spillway shall be engineered and shall be reinforced concrete. The spillway should be designed with a minimum of one foot of freeboard above the 100-year spill water surface elevation.* *e. Low Flow Drainage: The bottom of the basin shall have a minimum gradient of 2% draining to the outlet, or a low flow reinforced concrete swale shall be provided with a minimum gradient of 0.5% draining to the basin outlet.* *f. Access Ramp: A maintenance access ramp shall be provided down into the basin in a manner and dimensions acceptable to City staff.*

HYDRO Impact 1
g. Landscaping. The City shall require review and approval of any proposed basin landscape plan. Landscaping shall be selected to minimize maintenance, while minimizing impact to native and sensitive species that could be harmed by invasive plant species. No trees or shrubs shall be planted within 15 feet of the basin outlet. Floating objects such as railroad ties and landscape bark are not permissible. *h. Maintenance: Prior to final development approval, the applicant shall enter into a maintenance agreement with the City to assure perpetual maintenance of the basin and related on-site private drainage improvements and to allow the City emergency access.* *i. Mosquito Abatement: The City shall require review and approval of detention basins for public safety and mosquito abatement.*
Residual Impacts
With implementation of the identified mitigation measures, potential impacts associated with exceedance of existing or proposed stormwater systems capacity or substantial additional sources of polluted runoff would be considered less than significant with mitigation.

4.5.5 Land Use and Planning

4.5.5.1 Existing Conditions

The Revised Project would modify the existing Specific Plan land use designations and associated zoning to arrange land uses more effectively on the 28-acre project site and increase the amount of airport-compatible development allowed within this portion of the Specific Plan.

The project site is currently used for the cultivation of strawberries and is surrounded to the north by undeveloped agricultural land within the AA zoning designation, to the east by SR 135 and single-family residential and commercial uses, to the south by a single-family residential neighborhood, and to the west by public facilities uses, including the Foodbank of Santa Barbara County, the Santa Maria Animal Shelter, and a Santa Barbara County behavioral health clinic. The project site is located within the Santa Maria Airport Influence Area (AIA). The project is located outside of the airport noise contours (SBCAG 2019).

4.5.5.2 Regulatory Setting

4.5.5.2.1 LOCAL

Santa Maria Airport Business Park Specific Plan

The *Santa Maria Airport Business Park Specific Plan* was adopted in 1995, amended in 1998, and updated in 2007. The Santa Maria Airport Business Park is a proposed 20- to 30-year development plan of approximately 740 acres within the existing boundary of the Santa Maria Public Airport.

The Specific Plan's approved land use pattern is designed to accommodate future growth of development over the Specific Plan area while maintaining full compatibility with airport operational requirements and minimizing impacts to the environment. The Specific Plan includes proposed planning and development standards, which address land use, circulation, infrastructure, and community design. For the most part, these reflect the standards defined in the *City of Santa Maria General Plan* and Zoning Ordinance. Where

appropriate, certain elements of the plan and the standards have been adjusted to reflect the influence of proximity to the Santa Maria Public Airport and its associated Safety Zones.

Adopted Santa Barbara County Airport Land Use Plan

In 1993, SBCAG adopted the *Santa Barbara County Airport Land Use Plan* (1993 ALUP) to complement and enhance the local planning process of agencies responsible for the land use in areas surrounding the Santa Barbara Municipal Airport and Santa Maria Public Airport. The plan is based on the following goals of the Santa Barbara County Airport Land Use Commission (ALUC):

1. Preservation of navigable airspace around airports;
2. General safety of people and property around airports; and
3. Mitigation of aircraft noise impacts.

The 1993 ALUP establishes planning boundaries around each airport's area of influence and sets forth appropriate land use standards, including building height restrictions and soundproofing standards, for each planning area. The plan also includes an adopted airport noise policy to ensure that new land uses located within the 60 decibels (dB) Community Noise Equivalent Level (CNEL) and 65 dB CNEL contour of existing airports are compatible with aircraft generated noise. The project site is not located within either the 60 dB CNEL or 65 dB CNEL contour of Santa Maria Public Airport.

The project site is located within the AIA of the Santa Maria Airport. Based on the SBCAG MapGeo tool, an eastern portion of the project site is located within the Approach Zone identified in the 1993 ALUP, which corresponds to Safety Area 2 of the 1993 ALUP (SBCAG 2020). Safety Area 2 (Approach Zone) is an extension of the clear zone in which uses that do not result in a concentration of people or particular fire hazard are generally allowed. Height restrictions in the Approach Zone are more restrictive than in other zones except the Clear Zone and are strictly enforced. As a general rule, buildings within this zone are not permitted to extend beyond 150 feet above the established airport elevation. 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 Airport safety zones has not generally been an issue within the city (SBCAG 1993).

The 1993 ALUP states that incompatible uses within Safety Area 2 would include the following:

- Any use that would direct steady or flashing lights at aircraft during initial climb or final approach, other than FAA approved navigational signal or visual approach slope indicators;
- Any use that would cause sunlight to be reflected toward an aircraft on initial climb or final approach;
- Any use that would generate smoke or attract large concentrations of birds, or that may otherwise affect safe air navigation within the area;
- Any use that would generate electrical interference that may be detrimental to operation of aircraft or airport instrumentation;
- All residential construction within 1 mile of the runway end except new single-family residence construction on existing recorded parcels and rebuilding and alteration that will not increase density;
- Non-residential uses within 1 mile of the runway end that would result in large concentrations of people, such as, but not limited to, shopping centers, schools, hospitals, or stadiums; and
- Hazardous installations, such as oil or gas storage.

All project proposals in Safety Area 2 within 1 mile of runway end, and proposals that would result in large concentrations of people in Safety Area 2 more than 1 mile from the runway end, would be required to undergo further review on a case-by-case basis by the ALUC.

The 1993 ALUP identifies Land Use Guidelines for Safety Compatibility for each safety zone, and applicable land use category uses have been summarized in Table 4.5-2 below.

Table 4.5-2. 1993 ALUP Safety Compatibility Guidelines

Land Use Category/Use	Compatibility with Safety Zone 2
Residential	
Single Family	Yes[1]
Multi-family dwelling	No[2]
Mobile home parks or courts	No[2]
Transient lodging, hotels, motels	No[2]
Industrial/Manufacturing	
Petroleum refining & related industries	No
Rubber and misc. plastic	No
Misc. manufacturing	Yes[3]
Warehouse, storage, of non-flammables	Yes[3]
Transportation, Communications and Utilities	
Railroad, rapid rail transit	Yes
Highway and street	Yes
Auto parking lots	Yes
Utilities	Yes
Commercial/Retail Trade	
Wholesale Trade	Yes[3]
Building Materials - retail	Yes[3]
General merchandise - retail	No[2]
Food - retail	No[2]
Automotive	Yes[3]
Eating and drinking	No[2]
Other retail trade	No[2]

[1] Single-family residential is a compatible land use within the approach zone only if the population density is less than two single-family residences per acre within 1 mile of the runway end.

[2] Use not compatible in approach zone within 1 mile of the runway end; use subject to ALUC review if more than 1 mile from the runway end.

[3] Uses subject to ALUC review if they result in large concentrations of people underneath downwind and base leges or departure paths of frequently used airport traffic patterns. The Airport Planning Advisory Committee will provide assistance to the ALUC and its staff in this determination. Threshold for review of "large concentrations" is on the order of 25 people per acre for non-residential uses or more than four units per acre for residential use.

The portion of the project site located within the 1993 ALUP Safety Zone 2 is entirely within 1 mile of the runway end. Therefore, the uses identified as incompatible would be strictly prohibited and would not be conditionally allowed subject to additional ALUC review (refer to table note 2).

Draft Santa Maria Airport Land Use Compatibility Plan

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 the ALUC to use in fulfilling its duty to review land use plans and development proposals within the AIA. In addition, the 2019 Draft ALUCP provides compatibility policies and criteria applicable to local agencies in their preparation or amendment of general plans and to landowners in their design of new development.

Draft ALUCPs have been prepared for each of the public airports within Santa Barbara County. When adopted, the ALUCP for each airport would replace the 1993 ALUP adopted by SBCAG. It is possible that future development proposed within the project site would occur after the 2019 Draft ALUCP has been adopted; therefore, this SEIR also evaluates the project for consistency with this draft plan.

The 2019 Draft ALUCP identifies policies that have the dual objectives of: (1) protecting against constraints on airport expansion and operations that can result from encroachment of incompatible land uses, and (2) minimizing the public's exposure to excessive noise and safety hazards. To meet these objectives, the 2019 Draft ALUCP addresses potential airport compatibility impacts related to four specific airport-related factors:

1. Noise: Exposure to aircraft noise;
2. Safety: Land use that affects safety for both people on the ground and in aircraft;
3. Airspace Protection: Protection of airport airspace; and
4. Overflight: Annoyance and other general other concerns related to aircraft overflights.

Based on the SBCAG MapGeo tool, the northeastern corner of the project site is located within Safety Zone 2 – Inner Approach/Departure Zone and a larger portion of the northwestern corner of the project site is located within Safety Zone 3 – Inner Turning Zone as identified within the 2019 Draft ALUCP (SBCAG 2020; see Figure 2-7). For land uses that are classified as conditionally compatible uses within the given safety zone, maximum intensity allowed for Safety Zone 2 is 60 people per acre and maximum intensity allowed for Safety Zone 3 is 100 people per acre. These maximum allowable intensities may be increased if certain risk reduction design features are implemented into the project, such as commercial sprinkler systems and increased roof strength. Maximum lot coverage for uses within Safety Zone 2 is 50%, and maximum lot coverage for uses within Safety Zone 3 is 60%.

Policy 2.5.1(a) of the 2019 Draft ALUCP states that the adoption, approval, or amendment of any General Plan that affects allowable land uses within the AIA shall be referred to the ALUC for determination of consistency with its compatibility plan prior to their approval by the local agency. Although this policy is not currently in effect, the SEIR has evaluated project consistency and compatibility under both plans.

4.5.5.3 Thresholds of Significance

The determinations of significance of project impacts are based on applicable policies, regulations, goals, and guidelines defined by CEQA and the City. Specifically, the project would be considered to have a significant effect on land use and planning if the effects exceed the significance criteria described below:

a. Physically divide an established community.

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.

4.5.5.4 Impact Assessment and Methodology

The 2007 Certified EIR concluded that potential project impacts associated with physically dividing an established community and conflicting with any applicable land use plan, policy, or regulation would be less than significant and no mitigation would be necessary. Through preparation of the IS/NOP, it was determined that the Revised Project would not result in the division of an established community and therefore potential impacts associated with that threshold would be less than significant.

Based on the SBCAG Consistency Review Process memorandum for the 1993 ALUP, any amendment of any General Plan that affects allowable uses within the AIA shall be referred to the ALUC for a determination of consistency with the ALUP prior to its approval by the local agency. Because the Revised Project would require additional consistency evaluation through the ALUC, the City determined that an evaluation of the Revised Project's potential to conflict with any land use plan, policy, or regulation should be addressed in the SEIR. Therefore, analysis is provided in Section 4.5.5.5 below.

To evaluate the project's potential to conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects, a review of applicable City plans and policies was conducted, as well as a preliminary review of the applicable ALUPs. Based on this review, consideration of the existing uses on-site and future development of the project site, as well as review of the Revised Project by the ALUC, impacts were analyzed according to CEQA significance criterion b, as detailed above.

4.5.5.5 Project-Specific Impacts and Mitigation Measures

4.5.5.5.1 WOULD THE PROJECT 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?

At the time of approval of the 2007 Certified EIR, the Specific Plan was evaluated for consistency with the 1993 Adopted ALUP. On May 17, 2007, the ALUC determined that the proposed land use pattern and development intensity within the Specific Plan was consistent with the 1993 Adopted ALUP, with implementation of mitigation measures and conditions associated with the proposed retention basins to avoid retention of standing water collection.

SBCAG prepared the Draft Santa Maria ALUCP in August 2019; however, this plan has not yet been adopted. Based on consultation with SBCAG and review of SBCAG's Consistency Review Process – Santa Barbara County Airport Land Use Plan, three types of land use actions are required to be referred to the ALUC for determination of consistency with the ALUP prior to their approval by the local agency:

- The adoption, approval, or amendment of any General Plan (Public Utilities Code Section 21676(b)) that affects allowable land uses within the Airport Influence Area (AIA);
- Adoption or modification of an airport master plan for any one of the Airports (Public Utilities Code Section 21676(c)); and/or
- Any proposal for construction of a new airport or heliport (Public Utilities Code Section 21661.5).

The Revised Project includes a General Plan amendment that affects allowable uses within the AIA and therefore will be submitted to SBCAG for consistency review. Based on the preliminary consistency analysis of the Revised Project with applicable standards of the 1993 ALUP and the 2019 Draft ALUCP (see Chapter 3, Environmental Setting, Table 3-1), future development resulting from the Revised Project would be consistent with general provisions regarding noise due to the location of the project site being outside of mapped airport noise contours. However, several land uses that would be allowed under the proposed zoning at the site would not be compatible or allowed within the safety zones of the 1993 ALUP and/or 2019 Draft ALUCP.

Future development of certain land uses would not be subject to subsequent ALUC review for consistency with the adopted ALUP in effect at the time of application review because they would not meet the criteria for SBCAG review described above. Based on the proposed zoning designations and uses identified within the Conceptual Development Plan, there is a potential for future proposed uses to be developed consistent with proposed zoning designation requirements but that would not meet all applicable standards in the adopted ALUP, such as population density requirements. For example, based on review of Table 4.5-2, and preliminary consultation with SBCAG, food – retail and general merchandise – retail (such as the conceptual quick serve uses and home furnishings and appliances store shown in the Conceptual Development Plan) would not be compatible within Safety Zone 2 per the requirements of the 1993 ALUP. The Revised Project does not propose any specific development within the site at this time; therefore, the specific type and location of buildings in the Conceptual Development Plan are not currently known and subject to change. If these same quick serve uses and home furnishings and appliances store were submitted after adoption of the 2019 Draft ALUCP, these uses would likely be allowed in their current approximate locations due to the reduced size of the safety zones within the project site in the 2019 Draft ALUCP. Therefore, no inconsistency or incompatibility would occur if similar uses were proposed after adoption of the 2019 Draft ALUCP.

Since it is unknown when specific development proposals will be submitted for uses within the project site, what types of uses will be proposed and where within the site they would be located, and which version of the ALUPs will be in effect at the time of such development applications, there is a potential that the proposed project could result in zoning designations that would allow certain uses that are inconsistent with the applicable ALUP.

Mitigation Measure LU/mm-1.1 has been identified to require future development proposed under the Revised Project to comply with the safety standards and compatibility guidelines of the airport land use plan in effect at the time of application for building permits for uses within the Specific Plan area, including safety compatibility requirements, maximum building height, use of reflective building materials, and exterior lighting, intended to avoid potential hazards associated with the regular ingress/egress of planes near the project site. Upon implementation of Mitigation Measure LU/mm-1.1, potential impacts associated with consistency with applicable land use plan or policy would be *less than significant with mitigation*.

LU Impact 1	
The project would have the potential to cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	
Mitigation Measures	
LU/mm-1.1	*The Airport Specific Plan shall be revised to include a policy that requires any proposed development within the project site to comply with the safety standards and compatibility guidelines of the ALUP in effect at the time of application for development permits for land development on-site.*

LU Impact 1
Residual Impacts
With implementation of the identified mitigation measures, potential impacts associated with conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be considered less than significant with mitigation.

4.5.6 Utilities and Public Service Systems

4.5.6.1 Existing Conditions

The City Department of Utilities is responsible for delivering water, treating wastewater, collecting refuse, recycling, operating the Santa Maria Regional Landfill and its Household Hazardous Waste Facility, street sweeping, and ensuring regulatory compliance. The City operates its own wastewater collection and treatment system, which consists of eight wastewater basins with associated trunk sewers and one treatment plant.

The project site is in a portion of the City's sewer service area that is part of an ongoing Joint Powers Agreement (JPA). Due to the location of the boundaries of the City and the Laguna County Sanitation District (LCSD), it was determined to be economical for both the City and LCSD to accept waste into each other's sewer and treatment facilities in certain areas. As of August 7, 2017, the LCSD accepted responsibility for the treatment and disposal of waste from area "A1," within which the project site is located (City of Santa Maria 2017). This JPA is subject to expire in 2057.

4.5.6.2 Regulatory Setting

4.5.6.2.1 LOCAL

Laguna County Sanitation District Sewer Collection System Master Plan

The LCSD Sewer Collection System Master Plan is a capital improvement plan prepared in February 2019 that provides a roadmap for providing additional hydraulic capacity for LCSD's sewer system (LCSD 2019). At the time of plan preparation, the existing system pipelines were providing adequate capacity for existing flows. However, four pipelines were identified as being capacity deficient with future flows, none of which are located within close proximity to the project site. The S Specific Plan was used for estimating future sewer loading for the Specific Plan area.

4.5.6.3 Thresholds of Significance

The determinations of significance of project impacts are based on applicable policies, regulations, goals, and guidelines defined by CEQA and the City. Specifically, the project would be considered to have a significant effect on public services if the effects exceed the significance criteria described below:

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.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

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.

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.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.5.6.4 Impact Assessment and Methodology

The 2007 Certified EIR and Revised Project IS/NOP concluded that potential project impacts associated with relocation or reconstruction of utilities, sufficient water supplies, solid waste generation, and compliance with regulations related to solid waste would be less than significant and no mitigation would be necessary. However, the Revised Project would result in an increased total floor area of allowable future development than what was evaluated in the 2007 Certified EIR, as well as different land uses with different electrical power demand, water use, solid waste generation, and wastewater generation rates. Through analysis provided in the IS/NOP, the Revised Project's potential impacts associated with electrical power infrastructure, water use, and solid waste generation were determined to be consistent with the analysis provided in the 2007 Certified EIR and were determined to be less than significant. However, in order to determine the potential impact significance associated with adequate wastewater capacity, consultation with LCSD was required. Therefore, in order to address the increased wastewater treatment needs of the Revised Project and incorporate interagency coordination with LCSD, potential impacts associated with adequate wastewater facility capacity are addressed below.

Project wastewater generation rates were calculated using the wastewater generation rates provided in the LCSD Engineering Design Standards for the Construction of Sanitary Sewers (LCSD 2020) and the uses identified in the proposed Conceptual Development Plan. Staff then coordinated directly with LCSD to determine whether the future wastewater generation from the project would result in any reasonably foreseeable capacity concerns for conveyance or treatment facilities. Based on estimated wastewater generation flows and coordination with LCSD, impacts were analyzed according to CEQA significance criterion c, as described above.

4.5.6.5 Project-Specific Impacts and Mitigation Measures

The 2007 Certified EIR concluded that both the City and LCSD had adequate capacity to serve the Approved Project, and that future development would be subject to pay standard City Wastewater Impact Fees and/or LCSD Connection Fees to mitigate the cumulative effects on wastewater treatment systems.

As of August 7, 2017, the LCSD accepted responsibility for the treatment and disposal of waste from area "A1," within which the project site is located (City of Santa Maria 2017). Based on the wastewater generation rates provided in the LCSD Engineering Design Standards for the Construction of Sanitary Sewers (LCSD 2020) and the project Conceptual Development Plan, the project's wastewater generation rates have been estimated and detailed in Table 4.5-3.

Table 4.5-3. Revised Project Estimated Wastewater Generation Rates

Land Use	Flow Generation Rate[1]	Floor Area	Estimated Wastewater Flows
Public Safety[2]	1,500 gpd/acre	7,000 sf	241 gpd
Self-Storage Facility (Leasing Office and Caretaker Unit)[3,4]	200 gpd/1,000 sf 178 gpd/connection	500 sf and 1 unit	278 gpd
State Office Building[4]	200 gallons/1,000 sf/day	15,100 sf	3,020 gpd
Market Place Commercial[2]	1,500 gpd/acre	36,000 sf	1,240 gpd
Professional Office Buildings[4]	200 gallons/1,000 sf/day	40,000 sf	8,000 gpd
Medical Office[5]	1,500 gpd/acre	20,000 sf	689 gpd
Home Commercial[2]	1,500 gpd/acre	32,000 sf	1,102 gpd
Family Restaurant[2]	1,500 gpd/acre	5,000 sf	172 gpd
Convenience Store & Gas Station[3]	6,011 gpd/acre	3,400 sf	469 gpd
Fast Food[3]	6,011 gpd/acre	6,000 sf	828 gpd
		Total	**16,039 gpd**

Note: gpd = gallons per day; sf = square foot

[1]Source: LCSD 2020

[2] Calculated using "General Commercial" duty factor

[3] Calculated using "Office Space" duty factor

[4]Calculated using the "Accessory Dwelling Unit" duty factor

[5] Calculated using "Professional" duty factor

Based on the estimated wastewater flows the Revised Project would generate, which surpass the estimated flows analyzed within the Approved Project, the Revised Project has the potential to result in significant environmental impacts associated with wastewater treatment capacity, including cumulative impacts. City staff received correspondence from LCSD staff on August 24, 2020, indicating that while the project would result in an increase in wastewater generated from what was previously evaluated in the Specific Plan, existing pipelines and the downstream treatment facility would have sufficient capacity to convey and process project wastewater flows. In addition, the project would be subject to LCSD sewer impact fees, which would help to offset the project's proportional contribution to the increased demand on the LCSD's wastewater treatment facility. Therefore, consistent with the findings in the 2007 Certified EIR, potential impacts associated with a determination by the wastewater treatment provider that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments would be less than significant and no mitigation measures are necessary.

CHAPTER 5. OTHER CEQA CONSIDERATIONS

5.1 GROWTH-INDUCING IMPACTS

California Environmental Quality Act (CEQA) Guidelines Section 15126.2(d) requires that Environmental Impact Reports (EIRs) provide a discussion of the growth-inducing impacts of the proposed project. Growth-inducing impacts could be caused by projects that foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth-inducing impacts can also be caused by removing obstacles to population growth, such as an expansion of a wastewater treatment plant. Growth-inducing impacts can result from population increases that require the construction of new community services facilities.

In general terms, a project may induce spatial, economic, or population growth in a geographic area if it meets any of these four criteria:

- Removal of an impediment to growth (e.g., establishment of an essential public service or the provisions of new access to an area);
- Economic expansion or growth (e.g., changes in revenue base, employment expansion);
- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning or general plan amendment approval); or
- Development or encroachment in an isolated area or one adjacent to open space (being different from an "infill" type of project).

Should a project meet any one of the above-listed criteria, it can be considered growth inducing. The impacts of the proposed project are evaluated below with regard to these four criteria.

The Revised Project would allow for the future development of commercial, industrial, and open space uses, but would only result in the development of residential uses through the City's Mixed-Use Ordinance. Similar to the analysis provided in the 2007 Certified EIR, the Revised Project would create new jobs, the large majority of which would be filled by current residents of the city of Santa Maria. However, some may be filled by people relocating to the area. Therefore, the project would have the potential to incrementally contribute to housing demand in the city, potentially adding pressure for additional housing development and/or increases in housing prices.

A balance between jobs and housing in a region can be defined as the provision of an adequate supply of housing to house workers employed in a defined area. Alternatively, a jobs/housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply. The *City of Santa Maria General Plan Housing Element* (City of Santa Maria 2015) includes policies for economic development and job creation to achieve a better jobs/housing balance within the city, stating:

> *"By expanding the non-agricultural employment sectors– especially in the job sectors with high employment multipliers–the City can increase the balance between jobs and housing in the City. Improving housing conditions often depends on having strong economic growth and better paying jobs available to local workers. Employment generated by commercial and industrial enterprises increases the ability of workers to afford better housing (meeting building codes, uncrowded, low housing cost burden) without governmental intervention. Santa Maria strongly supports the efforts of the Santa Maria Valley Economic Development Commission with staff and monetary assistance.*

> *The City has adopted an Economic Development Element. The Economic Development Element reiterates the needs for jobs-housing balance and economic diversity to expand the job-housing opportunities available to the City residents."*

Therefore, because of the city's housing-rich environment, the Revised Project would benefit existing residents by creating job opportunities and better balancing the jobs/housing ratio and would not lead to substantial growth or demand for new housing in the area. No significant physical growth-inducing effects would result from the economic growth generated by the Revised Project and no mitigation would be necessary.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

State CEQA Guidelines Section 15126.2(d) states that use of nonrenewable resources during the initial and continued phases of a proposed project may be irreversible if a large commitment of these resources makes their removal, indirect removal, or use thereafter unlikely. This section of the EIR evaluates whether the project would result in the irretrievable commitment of resources or would cause irreversible changes in the environment.

The Revised Project would allow for the future development of light industrial and commercial uses, the construction of which would irreversibly commit construction materials and non-renewable energy resources (e.g., fossil fuels, wood, etc.). The Revised Project would also result in an incremental contribution to the long-term consumption of energy resources associated with development throughout the project region. In operation, future development on the project site would likely be supplied by Central Coast Community Energy (CCCE) (previously known as Monterey Bay Community Power [MBCP]), which supplies electricity from 100% renewable energy sources (see Section 4.1, Air Quality, Greenhouse Gas Emissions, and Energy). The Revised Project would be required to meet or exceed the requirements of the California Building Code (CBC) and California Title 24 in effect at the time of construction. Compliance with these standards would include implementation of water conservation measures, energy- and water-efficient appliances, and energy-efficient heating and cooling systems. These sustainable building features would reduce new energy demand and the consumption of water and non-renewable fossil fuels to a level consistent with or better than other development within the project vicinity. In addition, based on an evaluation of the project location and future allowable uses, the project would result in an overall decrease in regional vehicle miles traveled (VMT). This would, in turn, result in a slight decrease in overall regional consumption of petroleum-based fuels. Therefore, based on compliance with current building and energy codes and overall reduction of regional VMT, the project's impacts associated with irreversible environmental changes would be less than significant and no mitigation would be necessary.

CHAPTER 6. MITIGATION MONITORING AND REPORTING PROGRAM

6.1 STATUTORY REQUIREMENTS

When a Lead Agency makes findings on significant environmental effects identified in an EIR, the agency must also adopt a "reporting or monitoring program for the changes to the project which it has adopted or made a condition of approval in order to mitigate or avoid significant effects on the environment" (Public Resources Code [PRC] Section 21081.6(a) and State CEQA Guidelines Sections 15091(d) and 15097). The Mitigation Monitoring and Reporting Program (MMRP) is implemented to ensure that the mitigation measures and project revisions identified in the EIR are implemented. Therefore, the MMRP must include all changes in the proposed project either adopted by the project proponent or made conditions of approval by the Lead or Responsible Agency.

6.2 ADMINISTRATION OF THE MITIGATION MONITORING AND REPORTING PROGRAM

The City of Santa Maria (City) is the Lead Agency responsible for the adoption of the MMRP. The applicant, G3, LLC, is responsible for implementation of the MMRP, in coordination with the City and other identified entities. According to State CEQA Guidelines Section 15097(a), a public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation. The City may delegate responsibility for verifying and documenting compliance with the MMRP to G3, LLC as coordinator of the project and its construction, and G3, LLC will be responsible for compliance. However, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that the implementation of the measures occurs in accordance with the program.

6.2.1 Mitigation Measures

Table 6-1 is structured to enable quick reference to mitigation measures and the associated monitoring program based on the environmental resource. The numbering of mitigation measures correlates with numbering of measures found in Chapter 4, Environmental Impact Analysis, of this SEIR. Table 6-1 also includes mitigation measures from the 2007 Certified EIR that were identified as necessary and applicable within the Revised Project IS/NOP.

Table 6-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
Air Quality, Greenhouse Gas Emissions, and Energy				
AQ/mm-1.1	Implement **2007 Certified EIR Measure AQ-1(a)**: **Distribution of Alternative Transportation Information.** Future industrial and commercial uses shall provide an on-site bulletin board specifically for the posting of bus schedules and notices of availability for carpooling and/or such information shall be distributed to property owners upon occupancy. The information shall include descriptions of carpooling and vanpooling and bus schedules with routes most accessible to the development. Information on purchasing less-polluting or alternatively fueled vehicles, which is available from the SBCAPCD, shall also be included. The wording of the noticing shall be submitted to the City Community Development Department for approval and the Community Development Department shall verify and approve the noticing prior to issuance to occupancy permits.	Submittal of noticing language	Prior to issuance of occupancy permits	Applicant, City Community Development Department
AQ/mm-1.2	**Park and Ride Facility.** At the time of application for building permits for development on the project site, the Applicant shall include plans for the development of a Park and Ride facility on-site that shall provide a minimum of 33 parking spaces and a minimum of two bike lockers. The Applicant shall coordinate with SBCAG and City staff to determine the appropriate final size of the facility based on local need and location of the facility. The Park and Ride facility shall connect with proximate bikeway and pedestrian infrastructure elements and approval of the Park and Ride facility building permits must be secured prior to occupancy of other uses on-site.	Identification of bicycle infrastructure and Park and Ride on site plans.	At the time of application for building permits for development on the project site	Applicant, City Community Development Department
AQ/mm-2.1	**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. c. 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	Identification of applicable standard dust control measures on project development plans	During project construction	Applicant, City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads. 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. f. 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 land use clearance for map recordation and land use clearance for finish grading of the structure.			
AQ/mm-2.2	**Equipment Emissions Control Measures.** During project grading and construction, the Applicant shall adhere to the following measures to reduce NO_x and $PM_{2.5}$ emissions from construction equipment: a. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an SBCAPCD permit. b. Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-use Off-road Diesel Vehicles (13 CCR Chapter 9, Section 2449), the purpose of which is to reduce diesel PM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm. c. All commercial diesel vehicles are subject to 13 CCR 2485, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to 5 minutes; electric auxiliary power units should be used whenever possible. d. Diesel construction equipment meeting the CARB Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible. e. Diesel-powered equipment should be replaced by electric equipment whenever feasible.	Identification of all construction equipment emission control measures on project development plans	During project grading and construction	Applicant, City Community Development Department

<table>
<tr><th>Mitigation Measure</th><th>Requirements of Measure</th><th>Compliance Method</th><th>Verification Timing</th><th>Responsible Parties</th></tr>
<tr><td></td><td>f. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts, and diesel particulate filters as certified and/or verified by the EPA or State of California.
g. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
h. All construction equipment shall be maintained in tune per the manufacturer's specifications.
i. The engine size of construction equipment shall be the minimum practical size.
j. 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.</td><td></td><td></td><td></td></tr>
<tr><td>AQ/mm-2.3</td><td>Application of Standard CBACT. Best available control technology for construction equipment (CBACT) shall be applied to all construction equipment during any proposed construction, based on SBCAPCD standards. CBACT technology may include the following: fuel injection timing retard of 2 degrees, installation of high pressure injectors, and/or coating of internal combustion surfaces (cylinder head, pistons, and valves). The use of reformulated (low sulfur) diesel fuel is now required by the CARB (Amend 13 CCR 2281).</td><td>Identification of CBACT measures on project development plans</td><td>During project construction</td><td>Applicant, City Community Development Department</td></tr>
<tr><td>AQ/mm-2.4</td><td>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:
<table>
<tr><th>Total Number of Parking Spaces</th><th>Required Number of Parking Spaces to be "EV Capable"</th></tr>
<tr><td>0-9</td><td>0</td></tr>
<tr><td>10-25</td><td>1</td></tr>
<tr><td>26-50</td><td>2</td></tr>
<tr><td>51-75</td><td>4</td></tr>
<tr><td>76-100</td><td>5</td></tr>
<tr><td>101-150</td><td>7</td></tr>
<tr><td>151-200</td><td>10</td></tr>
<tr><td>201+</td><td>6% of total</td></tr>
</table></td><td>Identification of proposed EV charging stations on project development plans.</td><td>Prior to issuance of commercial or industrial building permits</td><td>Applicant, City Community Development Department</td></tr>
</table>

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	Charging stations shall be located in desirable and convenient locations so as to encourage use.			
AQ/mm-2.5	**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. Provide a pedestrian-friendly and interconnected streetscape with good access to/from the development uses for pedestrians, bicyclists, and transit users. Features may include, but not be limited to, appropriate signalization and signage, orienting buildings towards streets with automobile parking in the rear, etc.; b. Provide bicycle racks along main travel corridors adjacent to commercial developments; c. Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment; d. 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; e. 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; f. Encourage non-commercial land uses (e.g., offices, etc.) to provide a bicycle-share program; and g. Promote available programs and facilities providing transportation options for residents and businesses (e.g., rideshare, bicycle share, transit, etc.).	Submittal and approval of a TDM Program	Prior to issuance of building permits.	Applicant, City Community Development Department
AQ/mm-3.1	**Diesel Idling 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 should be used to the maximum extent feasible.	Implement emissions standards discussed in the mitigation measure into all grading and building plans; standards are followed through all grading, hailing, and construction activities.	During all grading, hauling, and construction activities.	Applicant, City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	b. On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible. c. Diesel-powered equipment should 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 should be minimized by requiring carpooling and providing for lunch on-site.			
GHG/mm-1.1	At the time of application for building 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 City Community Development Department and shall include, to the extent possible, the following measures: a. Design roof trusses to handle dead weight loads of standard solar-heated water and photovoltaic panels; b. 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; c. Construction of buildings that achieve energy and water efficiencies beyond those specified in the CCR Title 24 requirements;	Prepare a GGRP; include components listed in the mitigation measure and quantification of GHG reductions that would be achieved upon implementation.	At the time of building permits for development of the project site	City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	d. Implementation of green building practices and/or cool roofs; e. Installation of energy-efficient equipment and appliances exceeding California Green Building Code (CALGreen) standards in effect at the time of building permit issuance; f. Installation of outdoor water conservation and recycling features, such as smart irrigation controllers and reclaimed water usage; g. Installation of low-flow bathroom and kitchen fixtures and fittings; h. Installation of light emitting diode (LED) lights; i. Implementation of waste reduction programs that may include waste minimization, waste diversion, composting, and material reuse/recycling; j. Provision of incentives and outreach that promote alternative transportation and transit use to future employees and patrons; k. Construction of bicycle and pedestrian-oriented facilities (e.g., bicycle parking spaces, bicycle racks, bicycle lockers, etc.); l. Promotion of alternative fuel vehicles; m. Implementation of carbon sequestration measures; n. Incorporate traffic-calming modifications to project roads to reduce vehicle speeds and increase pedestrian and bicycle usage and safety; o. 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; p. 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.); q. Encourage non-commercial land uses to provide a bicycle-share program; r. Encourage 15% of fleet vehicles owned by non-commercial land uses to be ZEVs; s. Encourage a neighborhood EV/carshare program for the development; t. Encourage non-residential land uses to provide a childcare facility on-site;			

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	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/mm-1.2	At the time of development, the Applicant shall provide evidence to the City Community Development Department that all buildings to be located on-site would be serviced by CCCE, if CCCE (or any other clean energy provider) is an available electricity service provider in the city.	Evidence of enrollment in CCCE to be submitted to the City.	At the time of development on-site	Applicant, City Community Development Department
GHG/mm-1.3	If GHG emissions cannot be reduced below the 2020 and 2030 service population efficiency thresholds through implementation of the GGRP detailed in Mitigation Measures GHG/mm-1.1 and GHG/mm-1.2 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 City 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	Purchased credits shall be approved by City Community Development Department.	Prior to issuance of grading or construction permits.	Applicant, City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	validated by protocols and methods equivalent to or more stringent than the CDM standards.			
Biological Resources				
BIO/mm-1.1	Prior to permit issuance for any future development within the project site, the Applicant shall retain an environmental monitor for all measures requiring environmental mitigation. The monitor shall be responsible for: a. ensuring that procedures for verifying compliance with environmental mitigations are implemented; b. establishing lines of communication and reporting methods; c. conducting compliance reporting; d. conducting construction crew training regarding environmentally sensitive areas and protected species; e. maintaining authority to stop work; and f. outlining actions to be taken in the event of non-compliance. g. Monitoring shall be conducted full time during the initial disturbances (site clearing) and be reduced to monthly following initial disturbances.	Retention of environmental monitor.	Prior to permit issuance for future development within the project site.	Applicant, City Community Development Department
BIO/mm-1.2	Prior to the commencement of mobilization into the site for any future development within the project site, the environmental monitor shall conduct an environmental awareness training for all construction personnel. The environmental awareness training shall include discussions of monarch butterfly, California Tiger Salamander (CTS), California red-legged frog (CRLF), Northern California legless lizard, coast horned lizard, bats, and American badger. Topics of discussion shall include descriptions of the species' habitats; general provisions and protections afforded by the U.S. Fish and Wildlife Service (USFWS) Endangered Species Act (ESA), California Endangered Species Act (CESA), and California Environmental Quality Act (CEQA); measures implemented to protect special-status species; review of the project boundaries and special conditions; the monitor's role in project activities; lines of communication; and procedures to be implemented in the event a special-status species is observed in the work area.	Submittal of environmental awareness training outline and participant list.	Prior to commencement of mobilization into the site for any future development within the project site.	Applicant, City Community Development Department
BIO/mm-1.3	Implement **2007 Certified EIR Measure B-7(g)**: **Prohibition of Invasive Plants.** <u>The landscape architect shall provide a signed statement on the landscape plans that the planting plan does not include any plant that occurs on the</u> ~~Landscape plans shall be reviewed by a City approved biologist to ensure the use of native plants or non-native plants that do not occur on the~~ California	A signed statement from the Landscape architect that lists landscape plants.	Prior to issuance of any grading or development permits for future development within the project site.	Applicant, City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	Exotic Pest Plant Council and the California Invasive Plant Council Lists 1, 2, and 4. Plants considered to be invasive by the California Exotic Pest Plant Council and the California Invasive Plant Council shall not be used onsite. **Plan Requirements and Timing.** Prior to issuance of any grading or development permits for future development within the project site, ~~Land Use approval~~ the final landscape plans shall be submitted to the City for review and approval to ensure all plants are acceptable. **Monitoring.** The City shall conduct site inspections to ensure that the landscape plan is being implemented.			
BIO/mm-2.1	Implement **2007 Certified EIR Measure B-7(b)**: **Monarch Surveys.** Monarch surveys shall be conducted by a qualified biologist during the autumnal and over wintering period (October through March) within the on-site eucalyptus stand ~~woodland and coast-live oak woodland habitats~~. If the initial ground-breaking activities are to occur during the over wintering period, surveys shall be conducted in the previous year. If active roost sites are located, then a qualified biologist shall be retained to prepare a monarch butterfly preservation plan to ensure a sufficient number and structure of eucalyptus trees are retained onsite to provide future clustering opportunities. **Plan Requirements and Timing.** The ~~Airport District~~ Applicant shall hire a City approved biologist to do the pre-construction surveys. The ~~Airport District~~ Applicant shall submit the pre-construction survey results to the City Community Development Department prior to issuance of any permits ~~approval of the Land Use Permit~~ for clearing and grading activities for any development within the project site. The City approved biologist shall be responsible for preparing a habitat protection plan and monitoring activities. The City shall review the final monitoring report. **Monitoring.** The City shall conduct site inspections to ensure compliance with mitigation requirements.	Submittal of monitoring report.	Prior to issuance of any permits for clearing and grading activities	Applicant, City Community Development Department
BIO/mm-3.1	The Airport District/Applicant shall coordinate with the USFWS to obtain an ITP for CTS consistent with the approved Habitat Conservation Plan (HCP). Upon receiving the ITP, the Airport District/Applicant shall coordinate with the CDFW to obtain a Consistency Determination (CD) under CESA Section 2080.1. As an option to the CDFW CD, an ITP may be issued per CESA Section 2081. Development of the proposed project shall not occur until the ITP and Consistency Determination are obtained. The Airport District and the Applicant shall adhere to all avoidance, minimization, and mitigation measures provided by the ITP and associated CDFW Consistency Determination. The following measures are anticipated to be included in the ITP and required for the Revised Project:	Obtain ITPs/Authorizations for CTS.	Prior to issuance of any permits for clearing and grading activities.	Airport District/Applicant

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	a. To mitigate the loss of 28 acres of upland CTS habitat, the Airport District shall purchase mitigation credits from a USFWS- and CDFW-approved mitigation bank, such as the La Purisima Conservation Bank, or by paying into the USFWS CTS Conservation Account. The quantity of credits required, and the monetary value of the required credits, will be determined through coordination with the agencies and/or the mitigation bank. b. At least 30 days prior to ground-disturbing activities, the Airport District will submit the names and credentials of biologists and monitors to the USFWS for approval to conduct the minimization measures outlined below. No project activities will begin until the Applicant has received approval from the USFWS that the biologists and monitors are qualified to do the work. c. Implement BIO/mm-1.1 d. The USFWS-approved biologist will periodically review and monitor construction and will be responsible for ensuring that conditions of the HCP are being enforced. The USFWS-approved biologist will have the authority to temporarily halt activities if permit requirements and conditions are not being met. e. Prior to construction activities, all grading limits and construction boundaries, including staging areas, parking, and stockpile areas, will be delineated and clearly marked in the field. All work will be confined to the defined and delineated project limits. f. Exclusionary silt fencing (or other suitable fence material) will be installed at the discretion of the USFWS-approved biologist to minimize the potential for individuals to enter the work site. Exclusionary fencing will be maintained for the duration of the project. All exclusionary silt fencing will be inspected each workday during construction activities to ensure that CTS are not exposed to hazards. g. Any CTS encountered during project construction in harm's way will be relocated out of harm's way to nearby suitable habitat outside the project area. Only the USFWS-approved biologist will relocate CTS. The Declining Amphibian Task Force Fieldwork Code of Practice will be implemented for all amphibian relocation activities. h. Potentially occupied burrows for CTS will be excavated using hand tools or via gentle excavation using construction equipment, under the direct supervision of the USFWS-approved Biologist, until it is certain that the burrows are unoccupied. For the purposes of the HCP,			

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	"gentle excavation" is an excavation technique involving slow and shallow single passes with a backhoe/excavator bucket perpendicular to the burrow alignment that allows for burrow inspection for individuals after each pass. Any individuals encountered shall be relocated out of harm's way in accordance with measure g, above. i. Steep-walled excavations (e.g., trenches) that may act as pitfall traps will be inspected for wildlife at least once per day and immediately before backfilling. In lieu of daily inspections (weekends, etc.), exclusionary fencing, covers, ramps, or similar mechanisms will be installed to prevent CTS entrapment. j. Open pipe segments will be capped or sealed with tape (or equivalent material) nightly, or otherwise stored at least 3 feet aboveground. Should a pipe segment become occupied by a CTS, the species will be allowed to vacate the pipe on its own accord or removed and relocated in accordance with measure g, above. k. If Covered Activities must occur during the rainy season, permittees will not work during rain events, 24 hours prior to significant rain events (>0.5 inch in a 24-hour period), or during the 24 hours after these events, to the extent practicable. If work must occur 24 hours prior to significant rain events (>0.5 inch in a 24-hour period), or during the 24 hours after these events, a USFWS-approved biologist will conduct a pre-activity survey to ensure that the work area is clear of CTS. l. Upon locating CTS individuals that may be dead or injured as a result of project-related activities, notification will be made within 72 hours to the USFWS Ventura Field Office at (805) 644-1766. In addition, upon locating a dead, injured, or entrapped CTS, the CDFW will be notified within 72 hours.			
BIO/mm-4.1	To avoid potential impacts to dispersing CRLF, initial ground-disturbing activities for any future development within the project site should be conducted in the dry season (June 1 through November 1). If ongoing project activities are occurring during the rainy season (November 2 through May 31) and work is to occur on a "wet day" (defined as 0.1 inch or more of predicted rainfall within 24 hours of the work), the environmental monitor should conduct a pre-activity survey for CRLF in the work area. If CRLF are observed in the work area, all project activities that have potential to disturb the individual should cease until the individual leaves the site on its own accord. In absence of authorization from USFWS (ITP), CRLF shall not be captured, harassed, or otherwise disturbed by the project. If CRLF are observed on-site, the environmental monitor in coordination with	Submittal of monitoring report.	During project construction	Applicant, USFWS

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	the Airport District and the Applicant shall contact the USFWS to obtain guidance on future project restrictions and/or monitoring.			
BIO/mm-5.1	Implement **2007 Certified EIR Measure B-7(e)**: **Legless and Horned Lizard Capture and Relocation.** Within two weeks prior to the initiation of construction activities, capture and relocation efforts shall be conducted for the Northern California ~~silvery~~ legless lizard and coast horned lizard. Designated areas in permanent open space shall be identified within the Specific Plan area for release of captured legless lizards and coast horned lizards. Surveys shall be conducted by a City approved biologist, and shall include the following minimum requirements: 1. Raking of leaf litter and sand under shrubs within suitable habitat in the area to be disturbed to a minimum depth of eight inches. 2. In addition to raking, "coverboards" shall be used to capture ~~silvery~~ legless lizards and coast horned lizards. Coverboards can consist of untreated lumber, sheet metal, corrugated steel, or other flat material used to survey for reptiles and amphibians. Coverboards shall be placed flat on the ground at least two months prior to construction and checked regularly in the survey areas. Coverboards shall be checked once a week during raking surveys. Captured lizards shall be placed immediately into containers containing sand or moist paper towels and released in designated release areas no more than three hours after capture. 3. During all initial grading activities, a qualified biologist shall be onsite to recover any ~~silvery~~ legless lizards or coast horned lizards that may be excavated/unearthed with native material. If the animals are in good health, they shall be immediately relocated to the designated release area. If they are injured, the animals shall be turned over to a CDFW ~~DFG~~ approved specialist until they are in a condition to be released into the designated release area. **Plan Requirements and Timing.** Prior to issuance of a grading permit for any development within the project site, the ~~Airport District~~ Applicant shall submit the results of the pre-construction surveys for approval by the City. During construction, a qualified biologist shall perform surveys in accordance with the measures above and report the results to the City if lizards are found/relocated. The City shall receive a survey summary report from the approved biologist that indicates that all salvage measures were adhered to. **Monitoring.** The City shall conduct site inspections to ensure compliance.	Submittal of monitoring/capture and release report.	Prior to issuance of grading permit; Within two weeks prior to the initiation of construction activities	Applicant, City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
BIO/mm-6.1	If removal of any trees is necessary for the project, the Applicant shall retain a biologist to conduct roosting bat surveys prior to any tree removal. Pre-disturbance surveys for bats shall include two daytime and two dusk surveys no more than 30 days prior to the tree removal to determine if bats are roosting in the trees. The biologist(s) conducting the preconstruction surveys shall identify the nature of the bat utilization of the area (i.e., no roosting, night roost, day roost, maternity roost). If bats are found to be roosting in the project area, the Applicant shall develop the project in such a way that avoids the bat roost. If avoidance of the bat roost is not feasible, tree removal shall be delayed until the bats have left the area.	Submittal of monitoring report.	30 days prior to tree removal	Applicant, City Community Development Department
BIO/mm-7.1	Implement **2007 Certified EIR Measure B-7(c)**: **Badger Avoidance.** The American badger is a highly mobile species that is known to occur in the western Santa Maria Valley and has been documented as occurring on Airport District Property. The mitigation measures below are required to avoid and minimize impacts to this species from the proposed project: 1. A pre-construction survey for active badger dens shall be conducted 2-4 weeks prior to any ground disturbance activities by a City approved biologist. In order to avoid impacts to adults and nursing young, no grading shall occur within 50 feet of an active badger den as determined by a City-approved biologist between March 1 and June 30. The setback distance shall be ~~is~~ based on the biologist's ~~consultant's~~ professional experience, and shall be ~~is~~ consistent with setbacks applied elsewhere under similar conditions. Construction activities between ~~during~~ July 1 and March 1 shall comply with the following measures to avoid impacts to adult and weaned juvenile badgers. 2. A City approved biologist shall conduct a biological survey of the entire project site between 2 weeks and 4 weeks of the start of ground clearing or grading activity. The survey shall cover the entire area proposed for development. Surveys shall focus on both old and new den sites. If dens are too long to see the end, a fiber optic scope (or other acceptable method) shall be used to assess the presence of badgers. Inactive dens shall be excavated by hand with a shovel to prevent badgers from re-using them during construction. 3. Badgers shall be discouraged from using currently active dens prior to the grading of the site by partially blocking the entrance of the den with sticks, debris and soil for 3 to 5 days. Access to the den shall be incrementally blocked to a greater degree over this period. This would cause the	Submittal of preconstruction survey results, submittal of den surveys as applicable.	Prior to the approval of permits for clearing and grading activity; during project construction	Applicant, City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	badger to abandon the den site and move into the mitigation lands that are adjacent to the specific plan area to the west. After badgers have stopped using active dens within the project boundary, the dens shall be hand-excavated with a shovel to prevent re-use. The City-approved biologist shall be present during the initial clearing and grading activity. If badger dens are found, all work shall cease until the biologist can safely close the badger den. Once the badger dens have been closed, work on the site may resume. **Plan Requirements and Timing.** The ~~Airport District~~ Applicant shall hire the biologist and submit survey results prior to approval of permits ~~the Land Use Permit~~ for clearing and grading activities for any development within the project site. After clearing and/or grading have been started, the biologist shall submit a report to the City detailing the results of the monitoring. The biologist shall be responsible for monitoring activities. Community Development Department shall review the final report. **Monitoring**. The City shall conduct site inspections to ensure compliance.			
BIO/mm-8.1	Implement **2007 Certified EIR Measure B-7(a)**: **Bird Pre-Construction Survey.** To avoid impacts to nesting/roosting birds including the ground-nesting northern harrier, or other birds protected under the ~~Migratory Bird Treaty Act~~ California Fish and Game Code, all initial ground disturbing activities and tree removal would be limited to the time period between September 1 and February 1. If initial site disturbance, grading, and tree removal cannot be conducted during this time period, preconstruction surveys for active nests/roosts within the limits of proposed grading would be conducted by a qualified biologist approved by the City two weeks prior to any construction activities. If no active nests/roosts are located, ground-disturbing/construction activities can proceed. If active nests/roosts were located, then all construction work must be conducted outside a non-disturbance buffer zone of 500 feet, unless a City-approved biologist determines that a lesser distance is appropriate for certain bird species. No disturbance to nests/roosts would occur until the adults and young are no longer reliant on the nest/roost site as determined by the City-approved qualified biologist. **Plan Requirements and Timing.** The ~~Airport District~~ Applicant shall hire a City approved biologist to do the pre-construction surveys. The ~~Airport District~~ Applicant shall submit the pre-construction survey results prior to approval of permits ~~the Land Use Permit~~ for clearing and grading activities. The City approved biologist shall be responsible for preparing a habitat protection plan and monitoring activities. The City shall review the final monitoring report.	Submittal of preconstruction survey and monitoring results, as applicable.	Prior to approval of permits for clearing and grading activities	Applicant, City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	Monitoring. The City shall site visit to ensure compliance with mitigation requirements.			
BIO/mm-9.1	Implement **2007 Certified EIR Measure B-2(a)**: **Tree Protection, Replacement and Monitoring Program.** If the Revised Project removes any mature trees, the Applicant shall retain, prior to approval of any grading plan pursuant to development under the Specific Plan, a City approved biologist or arborist ~~shall~~ to prepare a tree protection, replacement and monitoring program or another mechanism that ensures compliance with the City's Municipal Code. All trees planted as mitigation shall have an 80% survival rate after five years. If the survival rate is not at least 80%, then a sufficient number of trees shall be replanted to bring the total number of survived specimens to at least 80% of the original number of trees planted, as measured 5 years after the replanting. Annual monitoring reports that evaluate tree survivability, health and vigor shall be prepared by a qualified specialist and submitted to the City by October 15 each year, for five years. Development consistent with the Specific Plan shall comply with Santa Maria Municipal Code 12-44 as it pertains to tree protection. Requirements shall include but not be limited to: the protection of trees with construction setbacks from trees; construction fencing around trees; grading limits around the base of trees as required; and a replacement plan for trees removed. Tree species and location shall be carefully selected so they do not become a hazard to aircrafts around the airport. Tree species shall not grow taller than the Federal Aviation Administration's Part 77 maximum height surface for each specific area. **Plan Requirements and Timing.** The Applicant shall submit a final tree report and tree protection plan prepared by a City-approved arborist or biologist that includes species, quantity, and status (live, dead, diseased, etc.) of trees to be removed prior to the approval of grading permits for any development within the project site. The final report shall include the final number of replacement trees utilizing the City's replacement ratio identified above. Prior to approval of grading ~~land use~~ permits, ~~the Applicant,~~ the Applicant shall submit a copy of the building and grading plans to the City for review and approval. Prior to site occupancy trees shall be planted, fenced, and appropriately irrigated. **Monitoring.** City staff or an approved City biologist shall verify that the tree report is adequate. The City shall conduct site inspections throughout all phases of development to ensure compliance with and evaluate all tree replacement measures.	Submittal and approval of a tree protection, replacement, and monitoring plan as applicable.	Prior to the approval of grading permits for any development on the project site; prior to site occupancy	Applicant, City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
BIO/mm-10.1	The proposed detention basin shall be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and to remain completely dry between storms. To reduce wildlife attraction to the basin, the basin should be steep sided, concrete (or rip rap) lined, and linear shaped. The Airport District shall maintain the detention basin so that it is free of standing water, emergent vegetation, and submergent vegetation.	Submittal and review of basin design plans	Prior to the approval of grading permits for any development on the project site; prior to site occupancy	Applicant, City Community Development Department
Cultural Resources				
CR/mm-1.1	**Inadvertent Discovery of Archaeological Resources.** In the event that an archaeological resource is encountered during subsurface earthwork activities, 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 CCIC, and provide for the permanent curation of the recovered materials.	Submittal of a research design and archaeologist data recovery plan and comprehensive report, as applicable.	During project construction	City Community Development Department
Geology and Soils				
GS/mm-1.1	**Inadvertent Discovery of Paleontological Resources.** Should any vertebrate fossils or potentially significant finds (e.g., numerous well-preserved invertebrate or plant fossils) be encountered during work on the site, all activities in the immediate vicinity of the find shall cease until a qualified paleontologist evaluates the find for its scientific value. If deemed significant, the paleontological resource(s) shall be salvaged and deposited in an accredited and permanent scientific institution where they will be properly curated and preserved.	Submittal of monitoring/evaluation reports (if any)	During project construction	City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
Hydrology and Water Quality				
HYDRO/mm-1.1	Implement **2007 Certified EIR Measure D-2(a)**: **Storm Water Drainage Systems Design.** The Applicant shall provide an engineered hydrologic analysis and drainage plan for the project, prepared by a qualified engineer, which evaluates the added runoff that would result from site development, in relation to the existing drainage system under 10-, 25-, and 100-year flood conditions. The hydrologic analysis shall specify design standards for drainage facilities that would adequately convey storm water runoff under 100-year flood conditions in accordance with City standards. The stormwater conveyance devices shall be sized to accommodate the expected flows, up to a Q25 event with freeboard, and also designed to withstand a Q100 event without damage to any proposed structure.	Submittal and approval of an engineered hydrologic analysis and drainage plan.	Prior to issuance of grading permits for any development on the project site	Applicant, City Community Development Department
HYDRO/mm-1.2	Implement **2007 Certified EIR Measure D-2(b)**: **Storm Water Detention Specifications.** The Applicant shall implement on-site physical improvements (e.g., detention basins, etc.) that ensure that existing peak discharge to downstream drainages is not increased as a result of development. Detention basins shall be designed in accordance with applicable City, RWQCB, and FAA standards. The design must consider the volume of water that the basin is expected to store as well as operation and maintenance of the basins. The detention basins are to have a filtering device on the inflow side to prevent the flow of contaminants and sediments into the basins. Basins shall be designed to meet the following standards or any more stringent standards in effect at the time of development application: a. Volume: Detention basins shall be sized to provide capacity for a 100-year storm event (minimum) and to meet the outflow requirements listed below. b. Outflow Device: All detention basins are to be designed to be free draining. Underground basins are not allowed. Outlet pipes shall be oversized (18-inch minimum) with an orifice restriction to limit outflow to 0.07 cubic feet per second per acre of developed land or as determined by the City. Orifice restriction plates shall be removable for emergency situations. A removable trash rack shall be provided at the outlet. c. Slopes: Maximum side slopes shall be four horizontal to one vertical on interior slopes and two horizontal to one vertical on exterior slopes. A soils engineering and geotechnical report shall be required for all fill levee sections. The report shall address remedial grading, benching, and slope stability of the level sections.	Implement on-site improvements that ensure that existing peak discharge to downstream drainages is not increased; include components listed in the mitigation measure	Prior to issuance of grading permits	Applicant, City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	d. Emergency Overflow: An emergency overflow spillway shall be sized for the peak 100-year storm runoff. The spillway shall be engineered and shall be reinforced concrete. The spillway should be designed with a minimum of one foot of freeboard above the 100-year spill water surface elevation. e. Low Flow Drainage: The bottom of the basin shall have a minimum gradient of 2% draining to the outlet, or a low flow reinforced concrete swale shall be provided with a minimum gradient of 0.5% draining to the basin outlet. f. Access Ramp: A maintenance access ramp shall be provided down into the basin in a manner and dimensions acceptable to City staff. g. Landscaping. The City shall require review and approval of any proposed basin landscape plan. Landscaping shall be selected to minimize maintenance, while minimizing impact to native and sensitive species that could be harmed by invasive plant species. No trees or shrubs shall be planted within 15 feet of the basin outlet. Floating objects such as railroad ties and landscape bark are not permissible. h. Maintenance: Prior to final development approval, the applicant shall enter into a maintenance agreement with the City to assure perpetual maintenance of the basin and related on-site private drainage improvements and to allow the City emergency access. i. Mosquito Abatement: The City shall require review and approval of detention basins for public safety and mosquito abatement.			
Land Use and Planning				
LU/mm-1.1	The Airport Specific Plan shall be revised to include a policy that requires any proposed development within the project site to comply with the safety standards and compatibility guidelines of the ALUP in effect at the time of application for development permits for land development on-site.	Submittal of written documentation establishing compliance with safety standards and compatibility guidelines	At the time of application for developmental permits	City Community Development Department
Transportation				
TR/mm-1.1	**Pedestrian and Bicycle Facilities.** Prior to issuance of grading or building permits for any development within the project area, the Applicant shall prepare circulation and traffic plans, which shall incorporate and improve connectivity with existing and new public transit facilities, bike paths or lanes, and pedestrian accessways to the greatest extent feasible, including through, at minimum, the following:	Prepare a circulation and traffic plan; include components listed in the mitigation measure	Prior to issuance of grading or building permits for any development within the project area	Applicant, City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	a. Striped crosswalks shall be provided at the driveways along Foxenwood Lane. b. Convenient pedestrian access shall be provided between the land uses on the project site, including across Foxenwood Lane. Employees at the office uses west of Foxenwood Lane shall be provided a convenient path of travel to walk to commercial/retail uses east of Foxenwood Lane. A raised crosswalk shall be provided on Foxenwood Lane adjacent to any proposed marketplace promenade (or similar use) to increase pedestrian visibility and reduce vehicular speeds. c. Sidewalks shall be provided along the project site frontages along Foster Road and Union Valley Parkway. d. Class I and Class II bikeways shall be incorporated into the project roadway frontage improvements in accordance with the Bikeway Master Plan. e. All new public transit facilities, bike paths or lanes, and pedestrian access ways shall be Americans with Disabilities Act (ADA)-compliant. f. Temporary construction activities shall avoid conflict with bike and pedestrian accessways to the greatest extent feasible. If construction activities will interfere with existing bike or pedestrian routes, temporary access shall be provided to all areas of the project area. The plans shall be approved by the City Engineer prior to the start of construction.			
TR/mm-3.1	**On-Site Circulation Elements Design.** Prior to issuance of grading or building permits for any development within the project area, the Applicant shall prepare circulation and traffic plans for review and approval by the City Public Works Services Department, which shall demonstrate consistency with applicable Best Management Practices described in the TIS prepared for the project, including, but not limited to, driveway consolidation, one-direction access lanes, accommodation of proximate planned circulation improvements, stop controls, and driveway alignment.	Prepare circulation and traffic plans and demonstrate consistency with applicable BMPs	Prior to issuance of grading or building permits for any development within the project area	Applicant, City Community Development Department

CHAPTER 7. REFERENCES AND EIR PREPARERS

7.1 REFERENCES

7.1.1 General

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7.2 REPORT PREPARATION

This EIR has been prepared by SWCA Environmental Consultants, in association with the City of Santa Maria Community Development Department (CEQA Lead Agency), AMBIENT Air Quality & Noise Consulting, and Central Coast Transportation Consulting.

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