



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

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

**PROJECT SUMMARY**

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

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

**GENERAL AREA DESCRIPTION:**

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

**ENVIRONMENTAL SETTING:**

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

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

**PROJECT DESCRIPTION:**

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

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

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

### **PROJECT REVIEW:**

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

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

## IMPACT SUMMARY TABLE

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

(1) Information provided by project applicant.

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

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

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

### **Air Quality**

Temporary air quality impacts are common during project construction. The SBCAPCD has not established construction emissions thresholds. Ozone precursors nitrogen oxides (NO<sub>x</sub>) and reactive organic compounds (ROC), as well as carbon monoxide (CO), would be emitted by the operation of construction equipment while fugitive dust (PM<sub>10</sub>) would be emitted by activities that disturb the soil, such as grading, excavation, and roadway and building construction.

Because Santa Barbara County violates the state standard for PM<sub>10</sub>, dust mitigation measures are required for all discretionary construction activities regardless of the significance of the fugitive dust impacts based on the policies in the current Air Quality Attainment Plan. Mitigation has been identified to require implementation of fugitive dust control measures during construction activities associated with future development on-site.

Based on estimated emissions calculated via the California Emissions Estimator Model, the project would not result in the exceedance of any short-term construction threshold as recommended by SBCAPCD. However, the project would have the potential to allow for the future development of uses on-site that would result in the exceedance of SBCAPCD's operational threshold for mobile-source NO<sub>x</sub> emissions. With consideration of the project resulting in a reduction of regional vehicle miles travelled (VMT), and mitigation requiring implementation a TDM program and provision of EV charging stations on-site, operational mobile-source NO<sub>x</sub> emissions would be reduced below the SBCAPCD threshold and would be less than significant.

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

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

**AQ-1**

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

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

**AQ-2**

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

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

**AQ-3**

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

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

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

**AQ-4**

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

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



**AQ-5**

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

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

**Biological Resources**

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

**BIO-1**

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

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

**Cultural Resources**

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

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

**CR-1**

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

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

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

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

### **Greenhouse Gas Emissions**

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

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

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

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

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

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

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

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

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

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

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

### **Hazards and Hazardous Materials**

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

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

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

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

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

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

- a. Pressure washing of the building materials located north of the building at 1429 South Blosser Road and disposal of the rinsate (pesticide-containing water) per applicable County Environmental Health and Department of Toxic Substances Control standards, OR testing of the building materials and disposal in accordance with applicable rules and regulations if elevated concentrations of chemicals are detected;

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

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

**HAZ-2**

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

**HAZ-3**

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



## **Noise**

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

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

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

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

between noise sources and sensitive receptors during construction activities.

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

### **Transportation**

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

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

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

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

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

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

**TR-1** At the time of application for land use development permits, the project applicant shall coordinate with the Public Works Department to determine and pay their fair share contribution to extending the existing Class I Bike Path and Class II Bike Lane along the western side of South Blosser Road north to Stowell Road. The land use site plans shall also include space to accommodate these improvements.

**TR-2** At the time of application for land use development permits, the project development plans shall include a crosswalk at the western leg of the South Blosser Road/La Brea Avenue intersection.

**TR-3** At the time of application for land use development permits, on-site circulation plans shall indicate that outbound left turns from the project site onto South Blosser Road will be prohibited.

**TR-4** At the time of application for land use development permits, on-site circulation plans shall indicate that all proposed driveways are located outside of the influence area of the South Blosser Road/La Brea Avenue intersection. If avoidance of the influence area is not feasible, all driveways located within the intersection influence area shall be restricted to right-in right-out access only.

**ENVIRONMENTAL RECOMMENDATION:**

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

**PREPARED BY:**



City of Santa Maria  
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Cody Graybehl, Environmental Analyst

*3/30/21*

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Date

*Chuen Ng*

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Chuen Ng, Environmental Officer

*3/30/21*

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Date