CITY OF SANTA MARIA
INITIAL ENVIRONMENTAL STUDY
MITIGATED NEGATIVE DECLARATION
MAY 20, 2021

DONATI AREA 9 SPECIFIC PLAN AMENDMENT, TENTATIVE TRACT MAP, AND PLANNED DEVELOPMENT PERMIT, (SPZ 2020-0001, TR2020-0001, PD2019-0011).

1955 South A Street

PROJECT SUMMARY

Project Description	Donati Area-9 Specific Plan Amendment, Tentative Subdivision Map, and Planned Development Permit
Location	1955 South A Street
Assessor's Parcel No.	117-770-001 and 117-770-051
General Plan Designation	Light Industrial (LI) and Commercial/Professional Office (CPO)
Zoning	PD/M-1 (Planned Development/Light Manufacturing and PD/CPO (Planned Development/Commercial Professional Office) (Area 9 Specific Plan)
Size of Site	Approximately 31.7 acres
Present Use	Agricultural Uses,
Proposed Uses	20 Industrial Lots, 12 Light Industrial Buildings, Employee Housing
Access	A Street via Sonya Road
Surrounding Uses - Zoning	
North	Row Crop and Greenhouse Agricultural Uses – Planned Development/Light Manufacturing (PD/M-1) and Planned Development/Commercial Professional Office (PD/CPO)
South	Industrial Uses – Planned Development/Commercial Manufacturing (PD/CM)
East	Residential Subdivision – Planned Development/Single Family Residential (PD/R-1)
West	Row Crop and Greenhouse Agricultural Uses - Planned Development/Light Manufacturing (PD/M-1)
Parking	11 to 15 each on the 12 lots proposed for development, with future development parking on other lots to be determined with a Planned Development Permit

Setbacks	
Front	Required: 20 feet Proposed: None
Side	Required: None Proposed: None
Side	Required: None Proposed: None
Rear	Required: None Proposed: None
Height	Current allowed maximum: 35 feet Proposed: 28 feet Future development on other lots to be determined with a Planned Development Permit.
Building Coverage	170,800 square feet for on the 12 lots proposed for building development.
Landscape Area	Minimum 15% of the area of each lot.
Storm Water Retardation	9-acre retention basin offsite
Fencing	Perimeter fencing for the 12 proposed development lots; to be determined on future lots with a Planned Development Permit
Related files/Actions	None
Applicant/Agent/Owner	Applicant: Dan Blough / JDJ Land Co, LLC
Procedure	Planning Commission and City Council consideration and action regarding a mitigated negative declaration of environmental impacts for a Specific Plan Amendment, Tentative Tract Map for 20 Industrial Lots, and Planned Development Permit for development of 12 of those lots.

GENERAL AREA DESCRIPTION:
The project site is surrounded by agricultural land to the north; industrial uses annexed from the County of Santa Barbara to the south; agricultural uses, A Street, and single-family residences to the east; and agricultural land (Windset Farms) to the west.

The project site has historically been used for agricultural uses. In 2003 the property was annexed from the County of Santa Barbara to the City of Santa Maria.

In March 2011, the City adopted the Area 9 Specific Plan (A9SP) and Certified EIR for the Specific Plan (2011 Specific Plan EIR). The A9SP provides detailed guidelines for the future development of 890 acres in the western area of the city. The A9SP area is envisioned to

be a major employment center for the City and would accommodate industrial uses, office-professional complexes, and research and development parks, as well as limited, strategically located commercial and residential uses and associated infrastructure.

The historic agricultural use may continue as a non-conforming use per the provisions of Santa Maria Municipal Code Chapter 12-31.

PROJECT DESCRIPTION:
A request by Dan Blough for an amendment to the A9SP (SPZ 2020-0001), a Tentative Tract Map (TR2020-0001) to subdivide an existing 31.7-acre parcel into 20 light industrial lots, and a Planned Development Permit (PD2019-0011) for the construction of 12 light industrial buildings on 12 proposed lots of the subdivision (see Figure 1). The project also includes offsite improvements on an adjacent parcel, including an extension of Sonya Lane from A Street to the east and a stormwater drainage basin to serve the proposed project.

The project proposes two separate phases of development. Phase 1 would include the development of 12 two-story buildings for light industrial use along the northern boundary of the project site. Upon construction, the Phase 1 buildings are proposed to be used for farmworker housing, as further described below. Phase 2 includes the development of 8 additional buildings for light industrial use along the western boundary of the project site to accommodate light industrial or manufacturing uses and potentially the conversion of some or all of the farmworker housing to light industrial uses.

While the Specific Plan Amendment is required to be approved prior to the Tract Map and Planning Development Permit, these entitlements are being reviewed concurrently by the City and each has been evaluated in this environmental document.

Light Industrial Development, Farmworker Housing Use (Phase 1). The proposed farmworker housing complex is intended to be utilized by workers enrolled in the U.S. Department of Labor's H-2A Temporary Agricultural Employment of Foreign Workers program. The H-2A program allows agricultural employers to hire nonimmigrant foreign workers to the country to perform agricultural labor or services on a temporary or seasonal basis. The project's proposed farmworker housing complex would be developed in the first phase of construction on 12 of the Parcel 1 lots along the northern boundary of the project site. Each of the 12 lots would be developed with a two-story dormitory-style structure that could house up to a total of 3,680 temporary and seasonal workers. In addition to the temporary and seasonal workers, the property would likely house an on-site property manager and would be supported by cleaning and janitorial staff. Two different building layouts are proposed and would be 21,923 square-feet and 31,283 square-feet in size and 28 feet in height. Each of the two-story dormitories would include a central cooking and eating area and exterior patio and recreation area adjacent to the buildings. The buildings would be designed with light industrial-themed exterior and interior architecture, so that they can easily be converted to light industrial use if and when the H-2A use is no longer needed (see Figure 2). Phase 1 construction is expected to last 18 months.

The applicant would provide all necessary transportation, via busses, for residents of the farmworker housing complex, including transportation to and from the agricultural work sites and for private/recreational purposes. It is not anticipated that many residents of the housing complex would have private vehicles. Parking spaces would be provided based on the anticipated future conversion of the dormitories to light industrial uses. To this end, the two different building layouts would each provide 15 or 11 parking spaces. Access to the dormitories would be from a proposed extension of Sonya Lane, either via Betteravia Road and E Street, which would be improved along the western project boundary, or from A Street and Betteravia Road or Battles Road. The busses would not utilize residential streets for transportation, such as Carmen Lane.

Light Industrial Development (Phase 2) Light industrial structures would be developed on the 8 remaining Parcel 1 lots. These lots and the lots developed in Phase 1 are zoned for Light Manufacturing (M-1) uses and would be developed in conformance with the M-1 development standards, and subject to separate Planned Development Permit approval.

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, and information provided by the applicant (add others as needed). Potentially significant adverse environmental impacts were identified in the area of Aesthetics, Air Quality, Biological Resources, Cultural & Tribal Cultural Resources, Hazards and Hazardous Materials, Noise, Public Services, and Transportation.

Based on the above mentioned sources, no adverse impacts are associated with Energy, Geology and Soils, Hydrology and Water Quality, Land Use Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Utilities and Service Systems, or Wildfire.

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 monitoring checklist is included at the end of this report.

Aesthetics

Development of the project would introduce new sources of light into the project area, including streetlights, parking lot lights, and exterior landscape lighting. Existing residential uses adjacent to the project site could be exposed to increased levels of nighttime lighting, which could result in potentially significant impacts. Additionally, the

use of certain building materials could result in glare that would be objectionable to adjacent residential uses, resulting in potentially significant impacts. However, A9SP FEIR Mitigation Measure AES-2 would be implemented, which would require new lighting to be oriented away from adjacent residential uses and require buildings to adhere to specific design standards that reduce glare. With implementation of A9SP FEIR Mitigation Measure AES-2, impacts would be less than significant with mitigation.

A9SP FEIR AES-2 Outdoor Lighting and Design Standards. New lighting shall be oriented away from sensitive uses, and should be hooded, shielded, and located to direct light pools downward and prevent glare. The following standards shall also be implemented:

1. Lighting used for safety and security to illuminate building entrances, parking and loading areas, and pedestrian walkways shall be of the minimum wattage necessary for site security.
2. Upward lighting oriented to illuminate landscape features or building treatments shall be directed to the illuminated object so as to avoid excessive light pools and glare.
3. External light fixtures with exposed light bulbs shall be avoided.
4. Use of highly reflective building materials shall be avoided.
5. Light trespass shall be reduced through directional lighting and other methods.
6. For projects within Airport Safety Zone 2, structures shall be designed and constructed in a manner that would not cause sunlight to be reflected 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.

Air Quality

The proposed project would not result in the installation of any equipment or processes that would be considered major odor-emission sources. However, construction of the proposed project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people. In addition, pavement coatings and architectural coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. In addition, the project would be required to comply with A9SP FEIR mitigation measure AQ-3(a) detailed below which requires preparation and implementation of an odor abatement plan if odor-producing uses are proposed on-site (e.g., if the proposed farmworker housing is converted to a different industrial use) and A9SP FEIR mitigation measure A9SP FEIR AQ-3(b) which restricts future mixed-uses onsite that would result in the location of odor-generating land uses adjacent to proposed sensitive receptor locations. In addition, the project would be subject to SBCAPCD Rule 303 that prohibits the discharge of air

contaminants or other material that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons. Therefore, potential impacts would be less than significant with mitigation.

The proposed project is not expected to emit toxic or other hazardous air pollutants and is located in excess of 1,000 feet from sensitive receptor locations (i.e., residences). In addition, the project would be subject to Mitigation Measure A9SP FEIR AQ-4, which requires the preparation of a health risk assessment if proposed sensitive uses are proposed within proximity to specific land uses with the potential to result in substantial air pollutant emissions. Therefore, operational emissions would not result in exposure of sensitive receptors to substantial pollutant concentrations.

Fugitive dust and diesel particulate matter emissions generated during construction activities could contribute to elevated localized concentrations at nearby sensitive receptor locations. Mitigation measure AQ-1 and AQ-5 have been identified to reduce construction-related emissions of fugitive dust and diesel particulate matter. Upon implementation of these measures, potential construction-related impacts to sensitive receptors would be less than significant.

Mitigation measures AQ-2 through AQ-4 have been identified to reduce air pollutant emissions from operation through implementation of idling restrictions, implementation of pedestrian and bicycle infrastructure improvements on-site and off-site as feasible, and implementation of energy conservation measures on-site. Although these measures would reduce air pollutant emissions from operation of the project, it is reasonable to assume that emissions would continue to exceed the operational threshold of 25 pounds per day of NOx from mobile sources for Scenario 1 (AMBIENT 2021a). The A9SP FEIR also concluded that the Specific Plan would result in a significant and unavoidable impact related to the exceedance of SBCAPCD operational air pollutant emission thresholds. The project would be consistent with the level of analysis provided in the A9SP FEIR and would not result in any new or more severe impacts than what was previously analyzed. In addition, the Transportation Impact Study prepared for the project indicated that the overall regional vehicle miles travelled (VMT) would decrease as a result of the project, which would in turn result in an overall regional decrease in associated mobile emissions. Therefore, based on consistency with the previous analysis and overall decrease in regional VMT, the project's potential impacts associated with exceedance of emissions thresholds would be less than significant with mitigation.

Based on proposed construction activities, proximity to sensitive receptor locations, and mitigation measures identified below, project impacts associated with exposure of sensitive receptors to substantial pollutant concentrations would be less than significant with mitigation.

A9SP FEIR AQ-3(a) Odor Abatement Plan. Implementation of the following actions shall satisfy the performance standard that odors generated by projects in the Specific Plan area are not detectable beyond property lines. Future applicants for development of potential odor-generating uses shall develop and implement an Odor Abatement Plan (OAP). Potential odor generating uses include the following:

- Asphalt Batch Plant
- Bakeries
- Chemical Manufacturing
- Coffee Roaster
- Composting Facility
- Fiberglass Manufacturing
- Food Processing Facility
- Fast food Restaurants
- Laundry Facilities
- Oil Extraction Facilities
- Painting/Coating Operations (e.g. auto body shops) Petroleum Refinery
- Rendering Plant

The OAP shall include the following:

- Name and telephone number of contact person(s) responsible for logging and responding to odor complaints;
- Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the responsible party on how to respond to an odor complaint;
- Description of potential odor sources (i.e., odors associated with a fast food restaurant may include cooking and grease aromas);
- Description of potential methods for reducing odors, including minimizing potential add-on air pollution control equipment; and
- Contingency measures to curtail emissions in the event of a continuous public nuisance.

A9SP FEIR AQ-3(b) Mixed Use Restrictions. Mixed use development that includes residential uses shall not include non-digital photographic studios, laundry facilities, or other types of development that could generate nuisance odors. This language shall be added to the definition for the mixed-use land use designations, as part of the Final Area 9 Specific Plan. The mixed-use restrictions shall assure abatement of odors to a non-detectable level at property lines.

A9SP FEIR AQ-4 Health Risk Assessment. Implementation of the following actions shall satisfy the performance standard that the project meets the health criteria set forth in the CAPCOA publication Health Risk Assessments for Proposed Land Use Projects. A health risk assessment shall be prepared by the applicant when:

- An applicant proposes sensitive receptors or worker receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week), or conversely, when an applicant proposes a distribution center (that exceeds said criteria) within 1,000 feet of sensitive receptors or worker receptors;
- An applicant proposes sensitive receptors or worker receptors within 1,000 feet of a rail yard, or conversely, when an applicant proposes a rail yard within 1,000 feet of sensitive receptors or worker receptors;
- An applicant proposes sensitive receptors or worker receptors within 1,000 feet of a chrome plater facility, or conversely, when an applicant proposes a chrome plater facility within 1,000 feet of new sensitive receptors or worker receptors;
- An applicant proposes sensitive receptors or worker receptors within 300 feet of any dry cleaning operation, within 500 feet of any dry cleaning operation with two or more machines, or conversely, when an applicant proposes a cleaning operation within 300 feet of sensitive receptors or worker receptors , or a dry cleaning operation with two or more machines within 500 feet of sensitive receptors or worker receptors;
- A land use that would result in sensitive receptors or worker receptors located in the same building with perchloroehylene dry cleaning operations; and
- An applicant proposes sensitive receptors or worker receptors within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater), or conversely, when an applicant proposes a gas station within 300 feet sensitive receptors or worker receptors.
- Development of sensitive receptors or worker receptors or emitters of hazardous pollutants shall be permitted only where a quantitative HRA identifies that there is a less than significant risk to human health and safety from hazardous pollutants based on health risk significance criteria in the CAPCOA publication Health Risk Assessments for Proposed Land Use Projects. In such cases where the HRA identifies a potentially significant risk, SBCAPCD-approved mitigation measures shall be applied to reduce the potential health hazard to a less than significant level. These mitigation measures include:
- Relocation or reconfiguration of the facility to avoid potentially significant air toxics risk;

- Forced air ventilation with filter screens on outside air intake ducts;
- Notification to future residents of the hazard risk and the need for maintaining the filter screens; and
- Window and door weatherproofing/ weather-stripping.

AQ-1 Short-Term Construction Fugitive Dust Emissions During site preparation and construction activities, the following measures shall be implemented, to the extent feasible, to minimize short-term construction fugitive dust emissions:

a. During construction, 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 miles per hour. Reclaimed water should be used whenever feasible. 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 miles per hour or less on unpaved areas.

c. If importation, exportation, and/or 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.

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, or revegetating, or by 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 offsite. 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.

AQ-2 California Regulatory Requirements. For the duration of the life of the project, idling of heavy duty diesel vehicles (e.g., diesel-fueled commercial vehicles weighing more than 10,000 pounds) shall comply with applicable California regulatory requirements. Such requirements include, but may not be limited to, the following:

a. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location; and

b. Shall not use diesel-fueled auxiliary power units for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle equipped with a sleeper berth, at any location.

AQ-3 Operational Transportation Control Measures

On-site Measures

1. The project shall include design features to encourage alternate transportation modes to the greatest extent feasible.
   a. For pedestrians: sidewalks; safe street and parking lot crossings; shade trees; off street breezeways, alleys, and over crossings; placement of parking lots and building entrances to favor pedestrians rather than cars; shower and locker facilities.
   b. For transit riders: all of the above plus safe, sheltered transit stops with convenient access to building entrances.
   c. For bicyclists: theft proof and well-lighted bicycle storage facilities with convenient access to building entrance; on-site bikeways between buildings or uses; shower and locker facilities; exceed Cal Green standards by 25% for providing on-site bicycle parking: both short term racks and long term lockers, or a locked room with standard racks and access limited to bicyclists only.
   d. For carpools and vanpools: preferential parking; provide dedicated parking for carpools, vanpools, and/or high-efficiency vehicles to meet or exceed Cal Green Tier 2.
2. Provide onsite services to reduce the need for offsite travel to the maximum extent feasible.
   a. For residential developments: include childcare, telecommute center, neighborhood retail stores, postal machines, automatic teller machines.
   b. For commercial/office developments: include childcare, food services, postal machines, banking services.
   c. For commercial/retail developments: include delivery services, sales by phone.
3. Provide onsite services to encourage alternative transportation modes where feasible, e.g., rideshare matching, transit subsidies, vanpool subsidies, shuttle services, parking management, guaranteed ride home, education.
4. Schedule operations to reduce trips during highly congested periods to the maximum extent feasible, e.g., adjust business hours, allow alternative work schedules, schedule deliveries for off-peak hours.
5. 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). Charging stations shall be located in desirable and convenient locations so as to encourage use.

Off-site Measures

a. Provide transit service enhancements to serve the project where feasible, e.g., provide express bus service, bike racks on buses, shuttle buses.

b. Provide bikeway improvements related to the project where feasible, e.g., extend bikeway network to provide better access.

c. Provide pedestrian improvements serving the project where feasible, e.g., sidewalks to improve access, pedestrian crossings and overhead or underground walkways.

d. Provide public education for residents of the project where feasible that explain the benefits of alternative transportation through multi-media campaigns, such as pamphlets, public service announcements, newsletters or community bulletin boards.

AQ-4 Other Measures The following measures shall be incorporated into the project to the greatest extent feasible:

a. Install photovoltaic and wind generators on-site;

b. Utilize passive cooling strategies: passive cooling planned for or designed into structure (e.g., strategically sized overhands or trellis on south side, operable skylights, fan, thermal chimney, a cupola or roof opening for hot air venting, radiant barrier, or underground cooling tubes);

c. For residential lighting, utilize whole-home, low voltage, lighting control system with conditional logic;

d. For non-residential lighting; utilize for-daylit spaces, use of automatic, non-dimmed lighting control, or automatic, continuous dimming of light sources, or integrated dimming daylight control;

e. Utilize outdoor lighting designed for high efficiency, solar-powered or controlled by motion detectors;

f. Utilize natural lighting in buildings;

g. Design building siting and orientation to reduce energy use and maximize opportunities for solar systems;

h. Utilize summer shading and wind protection measures to increase energy efficiency (e.g., moveable exterior awnings or trees);

i. Maximize protection of building from heat loss (e.g., planting windbreak, earthen berm, or fin walls to create an air envelope around the building);

j. Maximize use of landscaping to shade buildings and parking lots;

k. Maximize installation of energy efficient appliances and lighting.

AQ-5 Mobile Source During site preparation and construction activities, the following measures shall be implemented to reduce mobile-source emissions:

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 ARB Regulation for In-Use Off-Road Diesel Vehicles (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce NOx, 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.

c. Fleet owners of mobile construction equipment are subject to the ARB Regulation for In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NOx 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.

d. All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 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 five minutes; electric auxiliary power units should be used whenever feasible.

e. Diesel equipment meeting the ARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines shall be used to the extent locally available.

f. On-road heavy-duty equipment with model year 2010 engines or newer shall be used to the extent locally available.

g. Diesel powered equipment shall be replaced by electric equipment whenever feasible.

h. Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, shall be used on-site where feasible.

i. Catalytic converters shall be installed on gasoline-powered equipment, if feasible, and in accordance with manufacturer's recommendations.

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

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

l. 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.

m. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Biological Resources

The project site does not currently support quality habitat for most regionally occurring special-status species and mitigation measures have been identified to avoid and minimize potential impacts to California Red-Legged Frog (CRLF) and/or other sensitive species that may occur on-site. No other potentially significant impacts were identified. The A9SP FEIR determined that because CRLF is known to occur within proximity to the A9SP area and the A9SP area contains potentially suitable habitat, CRLF could use the A9SP area, including the project site, for dispersal/migratory movements. Therefore, development that would occur under the proposed Specific Plan could impact the CRLF and associated habitat. A9SP FEIR Mitigation Measure BIO-4(a) was identified to require a CRLF habitat assessment prior to development. A9SP FEIR Mitigation Measure BIO-4(b) was identified as additional avoidance, minimization, and mitigation in the event that CRLF are present in the A9SP area. Finally, invasive landscaping species could have indirect effects on special status species in the vicinity. A9SP FEIR BIO-6(c) is required to control the use of landscaping species.

A9SP FEIR BIO-4(a) *(Note: this measure has been altered to reflect project specific requirements.)* **CRLF Habitat Assessment.** A habitat assessment for CRLF shall be conducted according to USFWS guidelines. The habitat assessment shall be conducted by a City-approved biologist and shall examine the entire project site. The results of the survey shall be submitted to the USFWS for their review and approval and for use during FESA consultation (if necessary).

A9SP FEIR BIO-4(b) Avoidance, Minimization, and Mitigation of Impacts to CRLF. Implementation of the following actions shall satisfy the performance standard that the project will not jeopardize the continued existence of the CRLF species. If CRLF are not identified in the plan area and formal concurrence from the USFWS is received, no further mitigation is required. If this species is identified on-site, formal consultation with the USFWS shall be required. Consultation with USFWS shall be undertaken and an incidental take permit (either through a Section 7 consultation if a federal nexus exists, or Section 10 of the FESA if no federal nexus exists) must be obtained if required. Any measures imposed by the USFWS shall be fully implemented. Depending upon the outcome of this consultation, the following actions shall be implemented:

- At least three months prior to the onset of activities, the City will submit the name(s) and credentials of biologists who will conduct mitigation activities to the USFWS for approval. The City will also contact the USFWS to determine an appropriate site in which to relocate CRLF, if found in the work area.
- Compensatory mitigation to off-set losses of California red-legged frog upland and dispersal habitat would be determined through consultation with the USFWS but at minimum shall be 1:1 ratio (habitat preserved:habitat permanently lost). A qualified biologist shall identify suitable habitat in the Santa Maria area within the dispersal distance from at least one known breeding pond that would be restored (if applicable) and preserved in perpetuity through a conservation easement. Restoration

efforts will use native grass and forb seed mixes developed by a qualified biologist. Restoration activities will be detailed in a plan prepared by a qualified biologist. The plan will focus on adaptive management principles and will identify enhancement areas, strategies, an implementation schedule, long-term monitoring methods, success criteria, methods to assess whether success criteria have been met, and contingency plans for meeting success criteria. The program will be monitored for five years, and monitoring reports that evaluate the success of the program will be submitted to the City annually.

- The work area shall be surrounded by a solid temporary exclusion fence (such as silt fence) that shall buried into the ground and extend at least three feet above the ground to exclude CRLF from the work area. The fence shall be installed in June of the year prior to the start of construction. During any construction conducted between July 2 and April 30, the fence shall be inspected daily to assure that it is functioning properly to exclude CRLF from the work area. The fence shall remain in place throughout construction. Access roads shall be temporarily sealed off overnight using a section of fence that is anchored to the ground (e.g., fire hose filled with sand or sand bags can be used to anchor the bottom of the fence or the bottom must be buried).
- To minimize the potential for direct impacts to dispersing individuals, initial clearing and disturbance of the surface of the site should be completed during the period May 1 through July 1. The initiation of any subsequent ground disturbing activity or construction during July 2 through April 30, the period when CRLF are potentially dispersing or utilizing upland areas, shall be preceded by two night surveys of the work area. The purpose of these surveys is to determine whether any CRLF have bypassed the exclusion fencing into the work area. Surveys shall be conducted on two separate nights within 48 hours prior to the start of work activities. If CRLF are present they shall be moved out of the work area by a USFWS-approved biologist following the methods described below. The approved biologist will maintain detailed records of all translocated individuals (e.g., size, coloration, any distinguishing features, and photographs) to assist in determining whether translocated individuals return to the work site.
- Captured CRLF will be placed immediately into plastic zip-lock bags dampened with untreated water and released in designated relocation areas no more than one hour after capture.
- During all initial clearing and disturbance of the surface of the site, an approved biologist shall be on-site to recover any CRLF that may be found at that time. If the animals are in good health, they shall be immediately relocated to the designated release area. If they are injured, the USFWS shall be consulted immediately. Any dead CRLF must be reported immediately to the USFWS and deposited in an approved museum, such as the Santa Barbara Museum of Natural History or the Museum of Systematics and Ecology at the University of California, Santa Barbara.

- A USFWS-approved biologist shall be present at the work site until such time as all removal of CRLF, instruction of workers, and initial ground disturbance have been completed. After this time, the City will designate a person to monitor compliance of all mitigation measures. The approved biologist shall assure that this individual receives training outlined above and is qualified to identify CRLF. The monitor and the approved biologist shall have the authority to halt any action that might result in impacts that exceed the levels anticipated by USFWS during review of the proposed action. If work is stopped, the City shall be notified immediately to determine the appropriate course of action.
- An approved biologist or trained monitor shall conduct daily surveys of any pits or trenches that are left open over night during the period from October 15 through March 15.
- During construction, all trash that may attract predators shall be properly contained, removed from the work site and disposed of regularly. Following construction, all trash and construction debris shall be removed from the work areas.
- The number of access routes, number and size of staging areas, and the total area of the activity shall be limited to the minimum necessary to achieve the project goal. Routes and boundaries shall be clearly demarcated, and these areas shall be outside wetland areas.
- All refueling, maintenance, and staging of equipment and vehicles will occur at least 100 feet from riparian or aquatic habitats, and not in a location where a spill would drain directly toward an aquatic habitat. The City-approved biologist will check the staging area periodically to assure that contamination of aquatic habitats does not occur. Prior to the onset of work, a spill response plan must be designated, and all workers must be briefed on the provisions of this plan.
- Temporarily impacted areas shall be recontoured to their original configurations and revegetated with native plant species suitable for the area. Locally collected plant material will be used to the extent practicable. Invasive exotic plant species shall not be used in site landscaping.
- Best management practices shall be implemented during and after project implementation to control erosion and sedimentation. Water shall not be impounded in a manner that may attract CRLF.
- CNDDB forms shall be completed and sent to the CDFG for all CRLF observed during the project.

A9SP FEIR BIO-6(c) Landscaping Requirements. Landscaping shall contain only those species that are not considered invasive. Invasive species include those identified in the California Invasive Plant Inventory published by the California Invasive Plant Council and by the United States Department of Agriculture National Invasive Species Information Center.

A9SP FEIR BIO-6(d) Worker Education. Before any construction activities begin, a biologist shall conduct a training session for all construction personnel. At a minimum, the training should include a description of each of the special status animal species that may potentially occur on-site. The training shall include habitat requirements, regulatory status, the measures that are being implemented to conserve the species as they relate to the project, and the boundaries within which the project may be accomplished. A worker education handout containing this information shall be distributed to participants, and a sign-in sheet completed. The City and appropriate resource agency personnel shall be notified of the date and time the training is scheduled so they may attend.

Note that A9SP FEIR BIO-6(d) is only required if A9SP FEIR BIO-4(a) identifies the potential for CRLF habitat on the site and if A9SP FEIR BIO-4(b) is required.

Cultural and Tribal Cultural Resources

According to the Resources Management Element, the Santa Maria Valley is not a major archaeological or paleontological resource area, as only a few sites have been recorded or discovered in the area. The Resources Management Element delineates high, moderate, low, and negligible archaeological sensitivity areas within the city; the project site is designated as Archaeological Sensitivity Area 2 – Low Sensitivity. A pedestrian field survey was conducted for the A9SP FEIR and yielded no evidence of prehistoric or historic artifacts within the Specific Plan area (Rincon Consultants, 2011). However, the EIR concluded that ground disturbance associated with new construction could uncover previously unknown archaeological deposits. Mitigation Measure CR-1 from the FEIR would reduce impacts to unknown resources to less than significant. No new impacts would occur as a result of this project. Impacts would be less than significant with mitigation.

The City has notified California Native American tribes who have formally requested notification on CEQA projects under Assembly Bill 52 and received one response from the Santa Ynez Band of Chumash Indians. The Santa Ynez Band of Chumash Indians has requested through consultation that any monitoring resulting from implementation of A9SP FEIR Mitigation Measure CR-1 include a Native American representative from the Santa Ynez Band of Chumash Indians. The potential for existence of buried tribal cultural resource materials within the project site is considered low. Despite the low sensitivity, discovery of unknown subsurface tribal cultural resource is always a possibility. As such, A9SP FEIR Mitigation Measure CR-1 would be implemented to ensure avoidance of unknown tribal cultural resources. Within implementation of Mitigation Measure TR-1, and A9SP FEIR Mitigation Measure CR-1, impacts would be less than significant with mitigation.

A9SP FEIR CR-1 Discovery of Archaeological Resources During Construction. Implementation of the following actions shall satisfy the performance standard that the conditions specified in Section 15064.5 of the CEQA Guidelines do not result in significant impacts to cultural resources. Both a qualified archaeologist and Native

American representative shall monitor all initial earth moving activities within native soil. The applicant and/or their agents, representatives or contractors shall stop or redirect work immediately in the event archaeological remains are encountered during grading, construction, landscaping or other construction-related activity. The applicant shall retain a qualified archaeologist and Native American representative to evaluate the significance of the find through the preparation of a Phase 2 Archeological Survey. Cultural resource remains may include artifacts, shell, bone, features, foundations, trash pits and privies, etc. The Phase 2 shall include:

- Mapping the location of the artifacts within the proposed area of fill; Surface collection of artifacts;
- Excavation of a small sample of the cultural deposit to characterize the nature of the buried portions of the sites;
- Monitoring of excavations by a Native American representative;
- Analysis of all remains, submission of a final report detailing the results of the investigations, and curation of all artifacts and records detailing the results of the investigations at a City approved curation facility.
- If based on the findings of the Phase 2, a determination is made that the resource is important; the applicant will be required to prepare a Phase 3, which shall outline a program to mitigate impacts to the identified resource. The Phase 3 shall require avoidance of the resource, adoption of development restrictions to preserve the resource, or special construction techniques (e.g., covering, etc.) to protect the resource.

TR-1 **Tribal Monitoring.** All monitoring conducted pursuant to A9SP FEIR Mitigation Measure CR-1 shall include, at a minimum, a Native American representative from the Santa Ynez Band of Chumash Indians to monitor all initial earth moving activities within native soil on the project site. The retained archeologist may retain additional tribal monitors from other tribes, at their discretion

Hazards and Hazardous Materials

The A9SP FEIR determined that the future development of uses within the Specific Plan area would have the potential to create or expose people to hazards associated with the use, transport, or storage of hazardous materials, oil wells, and airport safety hazards in conjunction with cumulative development in the surrounding area. However, The A9SP FEIR concluded that because each project and associated mitigation measures would be regulated by federal, state, and local requirements and would be addressed on a case-by-case basis, the Specific Plan would not result in cumulatively considerable impacts related to hazard and hazardous materials.

Similar to the Approved Project, the proposed project would result in potentially significant impacts associated with the use, transport, and storage of hazardous materials, oil wells and airport safety hazards. Mitigation measures have been identified to reduce project-level impacts to less than significant through implementation of avoidance and reduction measures.

The Phase 1 ESA determined that the project site and several surrounding properties are listed in databases searched by Environmental Data Resources Corporation, which include the databases comprising the Cortese List. Based on either the distance of nearby properties or the nature of the listings, these properties surrounding would not be expected to pose an environmental concern. The records search also indicated that 13 oil wells were formerly located on the project site. The CCRWQCB records show two former cleanup cases associated with the site (Unocal Vicente Lot #8 and Vicente Lease Wellheads), both of which have been closed to the satisfaction of the CCRWQCB.

Records obtained from the CCRWQCB indicate the 13 oils wells formerly located at the project site were abandoned under oversight of the County of Santa Barbara Environmental Health Services (CSBEHS). The case closure summary indicates that "Cal-GEM (DOGGR) will require more cover on Union-Lloyd #1 & Union-Vicente #10 before land use development beyond the current use for farming is allowed." Although the oil wells and sumps were closed by the CSBEHS, because no soil vapor data was located during preparation of this Phase 1 ESA; soil vapor studies are necessary prior to redevelopment to evaluate potential vapor intrusion concerns.

A Phase 1 ESA was prepared for the project in compliance with A9SP FEIR Mitigation Measure HAZ-1(a)(1) (Haro 2020). The Phase 1 ESA noted that because agricultural production often includes chemical applications to soil, including the potential for hazardous concentrations of presently-banned agricultural chemicals, soils at the project site must be tested for chlorinated pesticides, herbicides and metals prior to development.

A9SP FEIR Mitigation Measure HAZ-1(a)(4) through HAZ-1(a)(6) are applicable to the project in addition to A9SP FEIR Mitigation Measures HAZ-2(a) and HAZ-2(b). In addition, Mitigation Measure HAZ-1 requires a soil analysis be prepared prior to issuance of construction permits to determine potential vapor intrusion and soil contamination impacts. Therefore, impacts would be less than significant with mitigation.

Specific future industrial uses are not known at this time and are not be required to individual review by the Airport Land Use Commission for consistency with the Airport Land Use Plan. To ensure safety and compatibility, Mitigation Measure HAZ-2 has been identified. Therefore, impacts would be less than significant with mitigation.

A9SP FEIR HAZ-1(a)(4) *(Note: this measure has been altered to reflect project specific requirements.)* **Sampling of Detained Water.** Once the detention basin is built and operational, the detained stormwater shall be tested for petroleum hydrocarbons, chlorinated pesticides, herbicides, and metal contaminants. If concentrations exceed EPA, ASTM, or Santa Barbara County Environmental Health exposure limits, then remediation shall occur, under the direction of the Santa Barbara County Fire Department. Testing shall occur during the rainy season after the first measurable rainfall.

A9SP FEIR HAZ-1(a)(5) Disclosure. Applicants for future development within the Specific Plan area shall disclose for distribution in the City's public records information acceptable to the City of Santa Maria concerning studies and remediation performed under this measure and where the results of these may be found.

A9SP FEIR HAZ-1(a)(6) Stop Work Procedure. If during construction, visual contamination or chemical odors are detected, work will be stopped immediately and the Santa Barbara County Fire Department Hazardous Materials Unit (HMU) will be contacted. Resumption of work will require the approval of HMU.

A9SP FEIR HAZ-2(a) Minimization of Oil Facility Health Risks During Construction. Implementation of the following actions shall satisfy the performance standard that the project will minimize health risks associated with oil facilities in accordance with Department of Conservation, California Geologic Energy Management Division (CalGEM) standards established by Public Resources Code 3106. Future applications for development within the Specific Plan area shall be coordinated with CalGEM to reduce potential impacts associated with known and unknown oil and gas wells, associated flow lines, storage tanks, oil and gas separators and/or any other equipment associated with oil production. The following actions shall be implemented to assure compliance with all CalGEM requirements to minimize human health risks:

- In the event that previously unknown oil or gas wells and/or associated equipment is discovered, CalGEM shall be contacted immediately to assess the equipment. Recommendations of CalGEM to address the discovered equipment shall be implemented.
- No work shall be performed on any oil or gas well or associated production equipment without written approval from CalGEM.
- The applicant shall submit a preliminary copy of the development site plan to CalGEM for review.
- All wells and associated oil production equipment within the project boundary shall be located and evaluated in accordance with CalGEM's Construction Site Plan Review and Well Review Programs.
- When contaminated soil is discovered either by the applicant or a CalGEM inspector, the phrase "Contaminated soil was found in proximity to the well" shall be included as a comment on the Construction-Site Plan Review.
- When contaminated soil is discovered after CalGEM has issued a Construction-Site Plan Review letter, a follow-up letter may be sent to the local permitting agency.
- If necessary, site plans shall be modified to avoid construction in the vicinity of wells or oil production equipment, and buildings should be sited to maintain adequate access to wells in compliance with CalGEM setbacks.

- If an unrecorded well is discovered during the construction process, CalGEM must be notified immediately. Plugging and abandonment or re-abandonment requirements will be determined at that time.
- Should proposed development involve the expansion of the footprint of an existing building, CalGEM shall be notified and will review the proposal to assure that adequate access to a well is provided.

A9SP FEIR HAZ-2(b) *(Note: this measure has been altered to update references from DOGGR to CalGEM.)* **Re-abandonment of Wells.** If any structure is to be placed near an idled, previously plugged, or abandoned oil or gas well, and avoidance of any idle or previously abandoned oil well is not possible, CalGEM shall be contacted to provide a determination as to whether the well needs to be abandoned or re-abandoned, and the surrounding area remediated in accordance with current regulations. All activities related to the abandonment or re-abandonment must be approved by CalGEM.

HAZ-1 Soil Vapor Intrusion and Contamination Testing. Prior to development, the applicant shall conduct soil sampling to test for vapor intrusion and chlorinated pesticides, herbicides and metals. A written report shall be prepared detailing the results, applicable regulations, recommendations, and cost projections if needed and delivered to the Santa Barbara County Fire Department for review. All recommendations of the report, including cleanup or remediation, shall be implemented prior to development.

HAZ-2 ALUP Compliance. Any proposed development within the project site shall comply with the safety standards and compatibility guidelines of the ALUP in effect at the time of application for construction permits.

Noise

Because noise levels at sensitive receptors due to new commercial and industrial operations could exceed the City noise standards, this is a potentially significant impact. The project would be subject to A9SP FEIR mitigation measure N-1, which requires equipping construction equipment with appropriate mufflers, orienting noise-generating activities away from sensitive receptor locations if possible, and use of noise attenuation blankets for any activities within 50 feet of residential uses, as applicable. In addition, mitigation measure N-1 has been identified to restrict noise-generating construction activities to be limited to daytime hours and require full compliance with the City noise control ordinance requirements. Upon implementation of these measures, potential impacts associated with construction noise would be less than significant.

Because noise impacts are associated with increases in traffic, a project that is required to complete a traffic study in accordance with Mitigation Measures T-1(a) in [A9SP FEIR] Section IV.K, Transportation and Circulation, shall prepare a noise study to determine whether the applicable project would increase noise levels along area roadways with adjacent residential development to levels that exceed City standards. Based on the results of the noise study, Mitigations

A9SP FEIR N-1 **Construction Noise Attenuation**. For all demolition and construction activity within the Specific Plan area, additional noise attenuation techniques shall be employed as needed to assure that construction noise generated by development under the Specific plan remains within levels allowed by the City of Santa Maria noise standards. The following measures shall be incorporated into contract specifications to reduce the impact of construction noise.

- Equip each internal combustion engine used for any purpose on the job or related to the job with a muffler of a type recommended by the manufacturer. No internal combustion engine would be operated on the study area without said muffler. All diesel equipment would be operated with closed engine doors and would be equipped with factory-recommended mufflers.
- Contractors shall:
    - Orient stationary construction equipment away from residences;
    - Install acoustic barriers around stationary construction noise source;
    - Notify residents within 300 feet of construction site 24 hours in advance of construction work; and,
    - Not allow construction equipment to idle when that equipment is not in use.
- Stationary construction equipment within 50 feet of adjacent residences shall use noise attenuating blankets that reduces noise transmission. The blankets shall remain in place until noise generating activities cease. The applicable contractor shall be responsible for maintenance of the blankets and ensure that the blankets remains intact throughout the duration of noise generating construction activities. This measure applies to construction on parcels adjacent to existing residential uses. These include APNs:
    - 117-820-022
    - 117-820-036
    - 117-820-037
    - 117-770-051
    - 117-770-001
    - 117-770-002
    - 117-320-008
- This measure also applies to construction activities within 50 feet of future residential uses that could be developed pursuant to the Specific Plan.

N-1 Construction Generated Noise. The following measures shall be implemented to reduce construction-generated noise levels:

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

b) Control noise at all construction sites through the provision of mufflers and the physical separation of machinery maintenance areas from adjacent residential and noise sensitive land uses.

c) Construction activities shall comply with the City of Santa Maria noise-control ordinance requirements, including obtaining a permit if deemed necessary.

Public Services

The A9SP FEIR determined that development facilitated by the A9SP would increase the demand for fire protection services, such that the Fire Department's average response time standard for first-in units of 5 minutes for emergency calls would not be met, and that new or expanded facilities would be needed to meet this standard response time. Potential impacts would be partially offset by the collection of AB 1600 Growth Mitigation Fees, but additional mitigation was identified to assure sufficient fire protection services to the plan area. Impacts to Law Enforcement services would be mitigated by payment of AB 1600 Growth Mitigation Fees. No other impacts to public services were identified. A9SP FEIR Mitigation Measure PS-1 would be implemented to reduce impacts on fire protection services to less than significant with mitigation.

A9SP FEIR PS-1 Supplemental Financing Mechanism for Fire Protection. Implementation of the following actions shall satisfy the performance standard that the project will provide for fire protection services that meet Fire Department response time standards. In addition to payment of the Growth Mitigation Fees in effect at the time building permits are issued, applicants for development in the Specific Plan area shall work with the City to establish a supplemental financing mechanism such as a development agreement or other financing program acceptable to the City, which provides sufficient funding to be paid to the City of Santa Maria. The financing mechanism shall be subject to review by the Community Development, City Attorney, and Finance Department. The financing mechanism shall be completed prior to issuance of Planned Development Permits, tract maps, grading permits and/or building permits, for the first project in the Specific Plan Area. The purpose of this supplemental funding mechanism shall be to offset the project's fair share of the added cost for operations and maintenance of a fully staffed fire station. The results of this supplemental funding mechanism shall apply to

development over the entire Specific Plan; further negotiations for supplemental funding shall not be required as subsequent individual projects are processed.

Transportation

The Federal Highway Administration recommends, “that a minimum utilization of 20 pedestrian crossings per peak hour (or 15 or more elderly and/or child pedestrians) be confirmed at a location before placing a high priority on the installation of a marked crosswalk alone.” If the hourly pedestrian volumes are 15 or greater at any location including ‘A’ Street at Sonja Lane near a school, a crosswalk including supplemental signage and markings should be considered. Due to the posted speed of 45 miles per hour, flashing beacons may also be recommended. Mitigation Measure TC-1 requires a pedestrian study at the A Street and Sonja Lane intersection within six months of occupancy of each phase to determine if improvements are required. Impacts would be less than significant with mitigation.

TC-1 Pedestrian Study. The applicant shall provide a fund deposit to the Department of Public Works prior to occupancy of any structure. The deposit shall include a cash deposit to fund a pedestrian study within six months of occupancy of each phase of the project and the cost of improvements for crosswalk striping and supplement signage and markings. Alternatively, the applicant may elect to install crosswalk striping and supplement signage at the direction of the Public Works Director.

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 Negative Declaration be filed for Donati Area 9 Specific Plan Amendment, Tentative Tract Map, and Planned Development Permit project based upon information contained in File No's SPZ 2020-0001, TR2020-0001, PD2019-0011.

PREPARED BY:

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

Frank Albro, Environmental Analyst — Date: 5.20.21

Chuen Ng, Environmental Officer — Date: 5/20/21

CITY OF SANTA MARIA
Environmental Checklist / Initial Study
Donati Area 9 Specific Plan Amendment (A9SP), Tentative Tract Map, and Planned Development Permit (SPZ2020-0001, TR2020-0001, PD2019-0011)

1. Project Title and Location

Donati A9SP Amendment, Parcel 1 Tentative Tract Map, and Planned Development Permit
1955 A Street
Santa Maria, CA 93458
Assessor's Parcel Number 117-770-001 and 117-770-051 (137.11 acres)

2. Lead Agency, Contact and Preparer

City of Santa Maria
Frank Albro, Senior Planner
Community Development Department
110 South Pine Street, #101
Santa Maria, CA 93458
(805) 925-0951, x2379
falbro@cityofsantamaria.org

3. Project Sponsor's Name and Address

Dan Blough
2353 A Street
Santa Maria, CA 93455
805-680-9666
dan@danblough.com

4. General Plan Designation

Light Industrial (LI) and Commercial/Professional Office (CPO)

5. Zoning Designation

PD/M-1 (Planned Development/Light Manufacturing and PD/CPO (Planned Development/Commercial Professional Office)

6. Project Description

A request by Dan Blough for an amendment to the A9SP (SPZ 2020-0001), a Tentative Tract Map (TR2020-0001) to subdivide an existing 31.7-acre parcel into 20 light industrial lots, and a Planned Development Permit (PD2019-0011) for the construction of 12 light industrial buildings on 12 proposed lots of the subdivision (see Figure 1). The project also includes offsite improvements on an adjacent parcel, including an extension of Sonya Lane from A Street to the east and a stormwater drainage basin to serve the proposed project.

The project proposes two separate phases of development. Phase 1 would include the development of 12 two-story buildings for light industrial use along the northern boundary of the project site. Upon construction, the Phase 1 buildings are proposed to be used for farmworker housing, as further described below. Phase 2 includes the development of 8 additional buildings for light industrial use along the western boundary of the project site to accommodate light industrial or manufacturing uses and potentially the conversion of some or all of the farmworker housing to light industrial uses.

While the Specific Plan Amendment is required to be approved prior to the Tract Map and Planning Development Permit, these entitlements are being reviewed concurrently by the City and each has been evaluated in this environmental document.

Light Industrial Development, Farmworker Housing Use (Phase 1)

The proposed farmworker housing complex is intended to be utilized by workers enrolled in the U.S. Department of Labor's H-2A Temporary Agricultural Employment of Foreign Workers program. The H-2A program allows agricultural employers to hire nonimmigrant foreign workers to the country to perform agricultural labor or services on a temporary or seasonal basis. The project's proposed farmworker housing complex would be developed in the first phase of construction on 12 of the Parcel 1 lots along the northern boundary of the project site. Each of the 12 lots would be developed with a two-story dormitory-style structure that could house up to a total of 3,680 temporary and seasonal workers. In addition to the temporary and seasonal workers, the property would likely house an on-site property manager and would be supported by cleaning and janitorial staff. Two different building layouts are proposed and would be 21,923 square-feet and 31,283 square-feet in size and 28 feet in height. Each of the two-story dormitories would include a central cooking and eating area and exterior patio and recreation area adjacent to the buildings. The buildings would be designed with light industrial-themed exterior and interior architecture, so that they can easily be converted to light industrial use if and when the H-2A use is no longer needed (see Figure 2). Phase 1 construction is expected to last 18 months.

The applicant would provide all necessary transportation, via busses, for residents of the farmworker housing complex, including transportation to and from the agricultural work sites and for private/recreational purposes. It is not anticipated that many residents of the housing complex would have private vehicles. Parking spaces would be provided based on the anticipated future conversion of the dormitories to light industrial uses. To this end, the two different building layouts would each provide 15 or 11 parking spaces. Access to the dormitories would be from a proposed extension of Sonya Lane, either via Betteravia Road and E Street, which would be improved along the western project boundary, or from A Street and Betteravia Road or Battles Road. The busses would not utilize residential streets for transportation, such as Carmen Lane.

Light Industrial Development (Phase 2)

Light industrial structures would be developed on the 8 remaining Parcel 1 lots. These lots and the lots developed in Phase 1 are zoned for Light Manufacturing (M-1) uses. Permitted and conditionally permitted uses that would be allowed in this zone are shown below in Table 1.

Table 1. Permitted and Conditionally Permitted Uses in the M-1 Zone.

Permitted Uses	Conditionally Permitted Uses
Administrative, executive, and data processing offices when incidental and accessory to and directly related to primary industrial or manufacturing uses permitted in this zone.	Industrial or manufacturing uses which involve the screened outside storage of materials or products provided the outside storage area does not exceed fifteen percent (15%) of the lot area and is to the side or rear of the building(s) and provided the outside storage area incorporates landscaping to maintain compatibility with the prescribed performance standards.

Permitted Uses	Conditionally Permitted Uses
Non-public-oriented offices which do not provide services or cater to the general public, other than those listed under Section 12-15.04;	Mini warehouses, subject to the development regulations in Section 12-15.14 of this Code;
Scientific research and experimental development laboratories;	Manufacturing and industrial enterprises which, as evidenced by findings in a resolution adopted by the Planning Commission, are compatible and harmonious with nearby existing and permitted uses;
Architects, engineering and industrial design offices;	Any use involving the storage or handling of explosive materials, the storage or handling of blasting agents, or the storage or handling of flammable liquids in aboveground tanks;
Light assembly;	An increase in pipeline capacity through the repair, maintenance, replacement or installation of new pipelines as defined in Section 12-2.113.1;
Manufacturing, processing and packaging of pharmaceuticals and drugs;	Truck terminals where the docks and truck parking are behind the buildings or screened by landscaping and walls;
Manufacturing, processing and packaging of scientific, optical, medical, dental and precision instruments;	Child care, when associated with, and integrated into, a facility that is a permitted or conditional use;
Printing, publishing and allied industries;	Tractor and heavy equipment sales and service facilities, including landscaped outdoor display and screened storage, when located adjacent to U.S. Highway 101;
Warehousing and wholesale distributors;	Churches within an existing building;
Manufacturing, assembling, packaging and processing of articles or products from previously prepared material;	Expansion of existing church;
Limited retail sales when the product sold is manufactured, fabricated or assembled on site. The retail sales activity shall not provide service to or cater to or attract the general public;	Establishment of a recreational vehicle storage yard.
The storage of flammable liquid in underground tanks, with a capacity not exceeding fifty (50) gallons, in conjunction with other permitted uses of the zone;	
Uses not listed may be permitted upon determination by the Planning Commission to be compatible with the purpose of this zone;	
Baker (wholesale);	
Wholesale and/or retail sales, when such use(s) are within one thousand (1,000) feet of the U.S. Highway 101 and Stowell Road interchange. Restaurants, as an accessory use to the wholesale/retail outlet, may be permitted provided the total floor area of all restaurants does not exceed ten thousand (10,000) square feet. Retail and restaurant uses within this section are required to comply with parking requirements outlined in 12-32.03 for commercial or restaurant uses.	

In addition to the 8 lots that would be developed with light industrial uses, all or some of the 12 H-2A dormitories may be converted to light industrial uses if and when the H-2A housing is no longer needed. The 4 eastern H-2A lots are in the PD/CPO zone (Lots 5-8). Permitted and conditionally permitted uses that would be allowed in this zone are shown below in Table 2.

Table 2. Permitted and Conditionally Permitted Uses in the CPO Zone.

Permitted Uses	Conditionally Permitted Uses
Art studios and art galleries;	An apartment or living quarters for the owner, caretaker, or occupant of the building sites;
Business or professional offices	Hospitals or convalescent hospitals;
Insurance sales;	Rest homes;
Travel agencies;	Pharmacies (in conjunction with a medical facility);
Photographic studios;	Banks and savings and loan associations;
Medical or dental offices;	Music schools;
Stock brokerages;	Lodges and clubs;
Massage businesses;	Churches;
Public utility offices;	Any use associated with the above permitted office uses with drive-up, drive-in, or drive-through facilities for serving customers from their vehicle;
Camera and watch repair;	An increase in pipeline capacity through the repair, maintenance, replacement, or installation of new pipelines as defined in Section 2-2.13.1
Beauty shops;	Florists;
Physical fitness center/health club;	Child daycare centers;
Emergency shelters subject to compliance with all requirements set forth in Chapter 12-53 of the Zoning Code.	Copy service centers.

The development design of the individual lots shall be subject to the existing A9SP standards (see Chapter 4 of the Specific Plan), in addition to any project specific conditions applied through the Planned Development Permit process.

At this time specific development details for the Phase 2 industrial lots are unknown. For the purpose of the analysis in this document, it is assumed that structures on the Phase 2 industrial lots would be similar to those on the H-2A lots. Therefore, it is assumed that each industrial lot would be developed with a single building either 21,923 square-feet or 31,283 square-feet in size and approximately 28 feet in height.

Public Improvements

All public improvements would be consistent with the A9SP.

Roads. Sonya Lane, a collector road, would be extended from the east to the project site from east to west, terminating at the new “E Street”, a proposed secondary arterial road, which would be constructed along the western property frontage south to Betteravia Road. A 300-foot portion of the Carmen Lane extension, a collector road, would be constructed off E Street, between Lot 18 and Lot 19. Agricultural crops would be removed along the remainder of the future Carmen Lane alignment to allow for unimproved emergency or maintenance access. A Street, a secondary arterial road, would be improved along the project frontage to include a Class II bike lane.

Figure 1. Project Vicinity Map

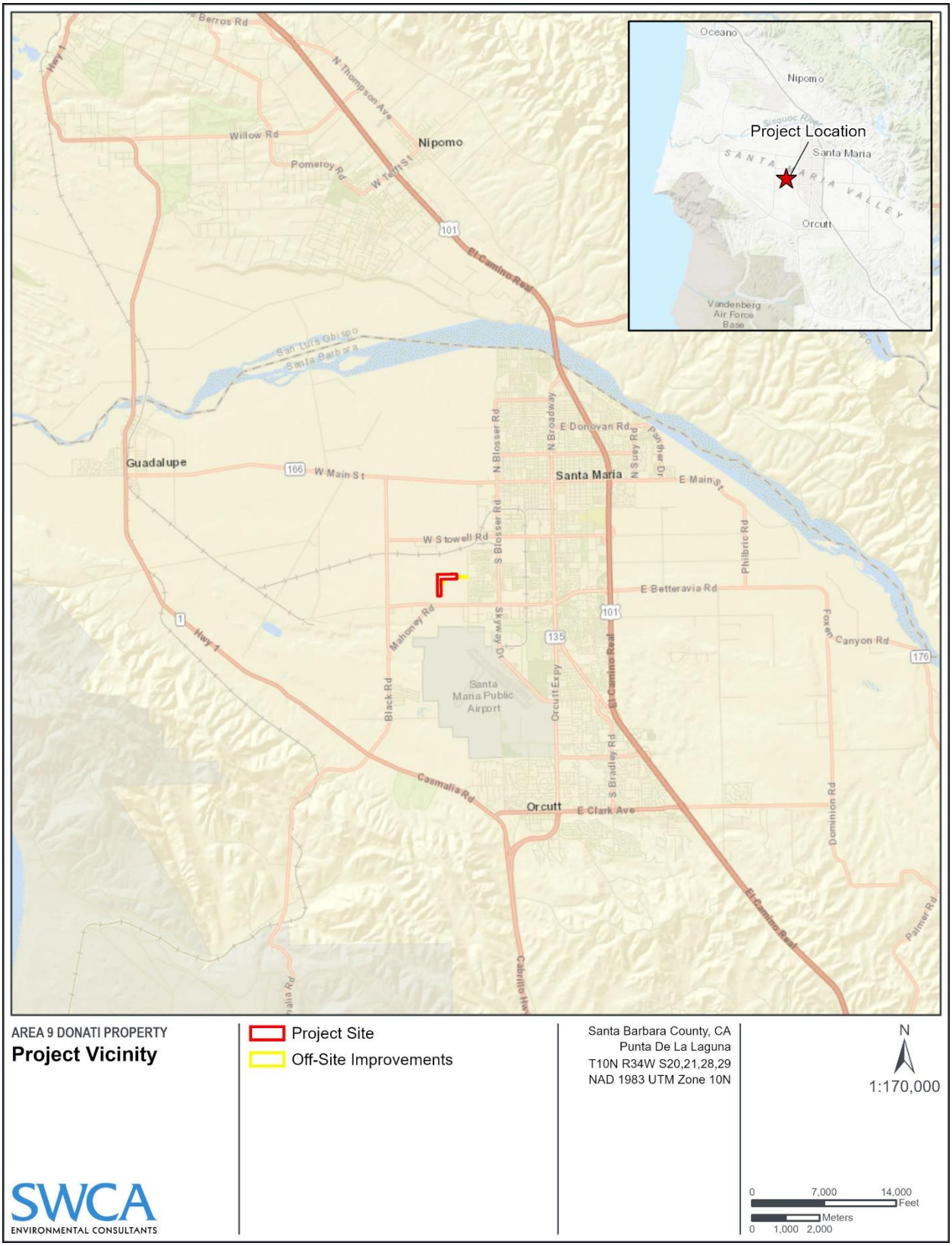


Figure 2. Project Location Map

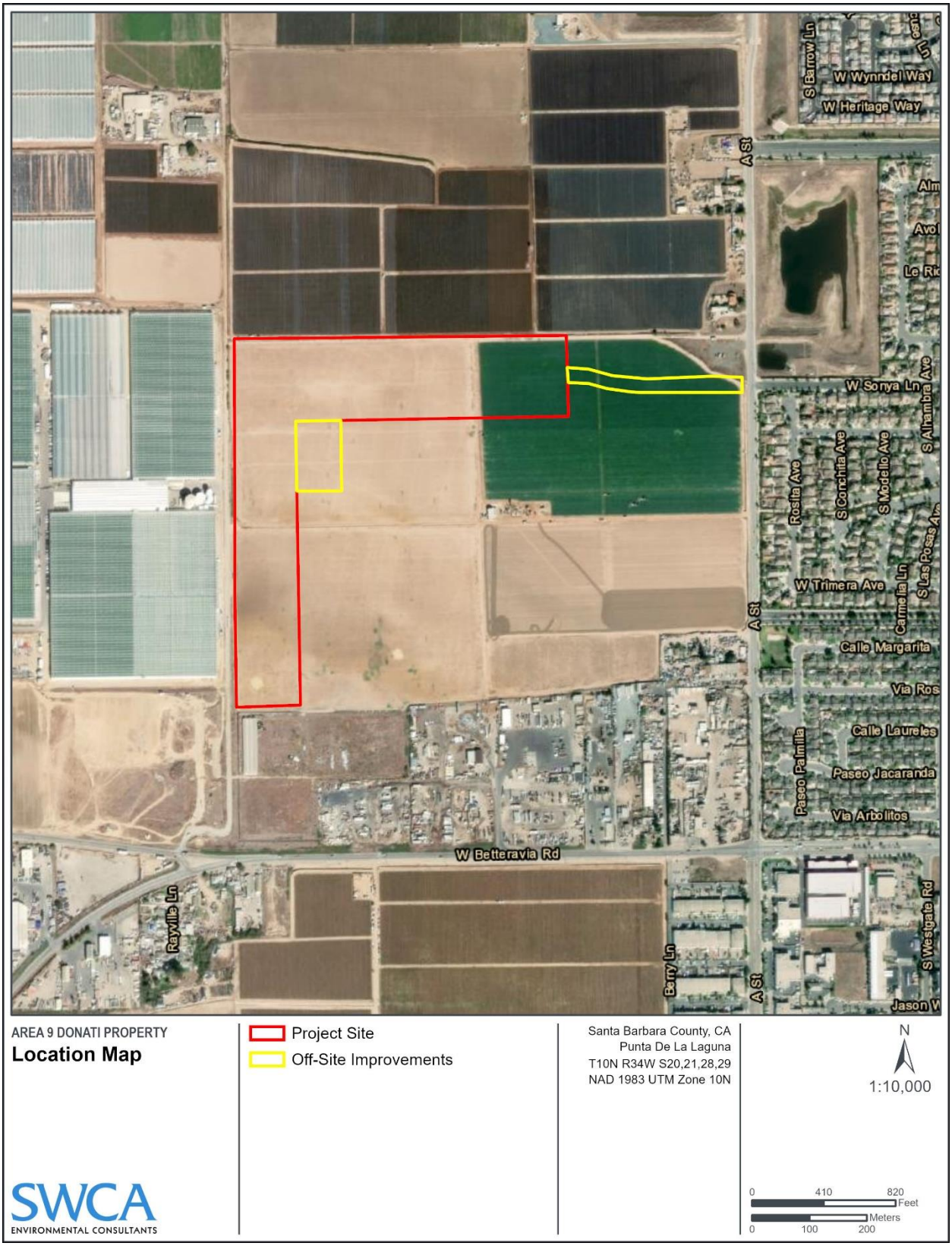
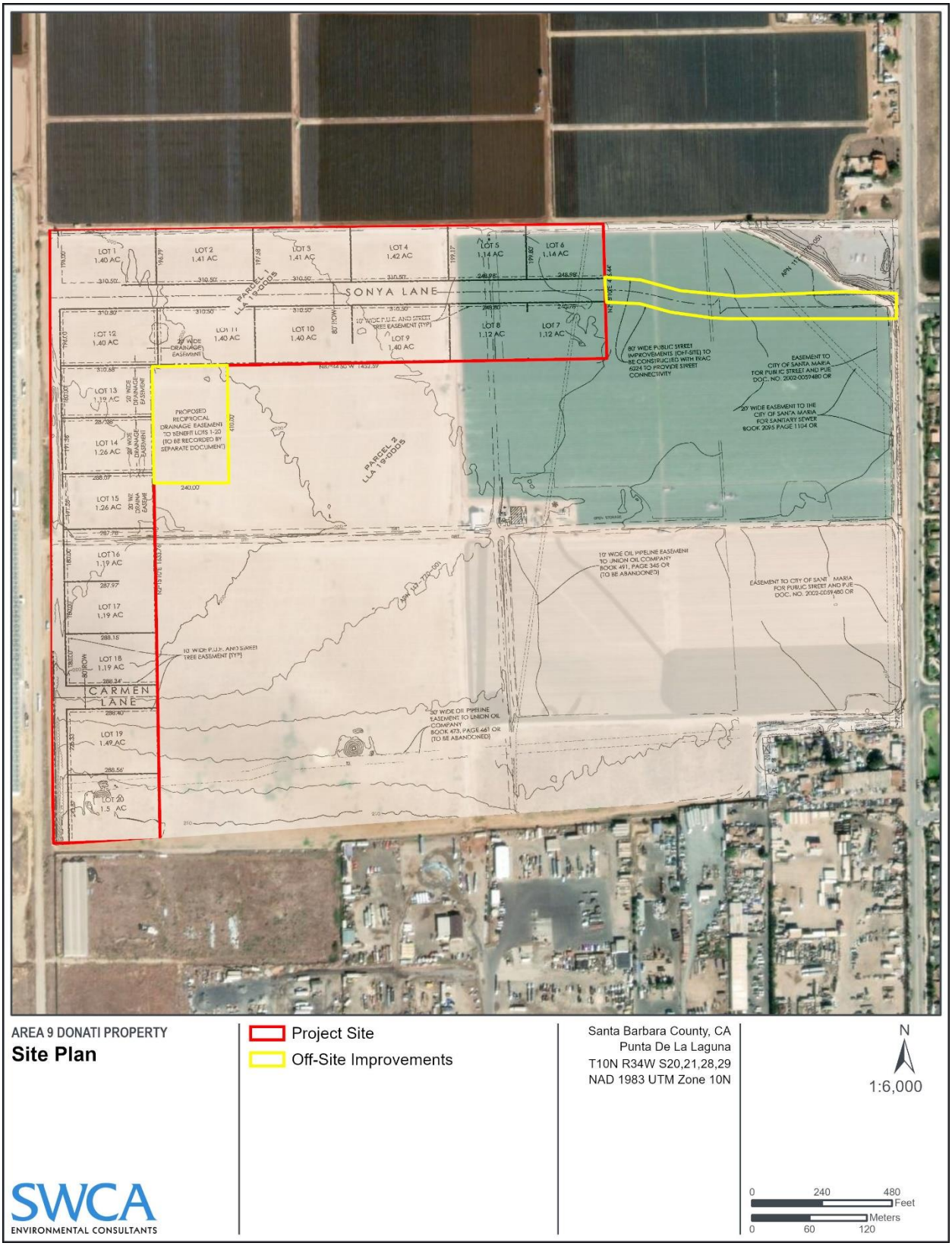


Figure 3. Project Site Plan



Wastewater/Sewer. The project would construct wastewater facilities in conformance with the Specific Plan Sanitary Sewer Service Facility Plan. Sewer lines would be installed beneath Sonya Lane (8-inch), E Street (10-inch), and Carmen Lane (8-inch) and would connect to the City's existing 8-inch sewer main beneath A Street, or west to the existing South West Trunk sewer main, which is generally located along A Street.

Solid Waste/Trash. Solid waste facilities would be provided on site and collected by the City of Santa Maria Integrated Waste Management Facility.

Stormwater. According to the Specific Plan, drainage on the project site flows in a southwesterly manner. The project would install 18- to 30-inch storm drain piping beneath Sonya Lane, Carmen Lane, and E Street. Stormwater would flow to a new 9-acre stormwater retention basin that would be located offsite east of Phase 2 industrial Lots 13 through 15. The retention basin would be designed to serve as an informal passive or active recreational site.

Water. The project would install 8- to 12-inch water lines beneath Sonya Lane, E Street, and Carmen Lane. In conformance with the Water Facilities Plan in the Specific Plan, the water lines would be required to connect to existing City infrastructure at the intersection of Betteravia Road and A Street (12-inch main), Carmen Road and A Street (8-inch main), Sonya Lane and A Street (8-inch main), and Battle Road and A Street (12-inch main). Upon buildout of the Specific Plan area, these water mains would be extended through the Specific Plan area to Black Road where they would tie into a new 16-inch water main that would parallel the existing 42-inch state waterline. E Street would also be constructed with a 12-inch water main, a portion of which would be constructed with this project.

Landscaping. The Specific Plan requires that arterial and collector roads be landscaped with regularly spaced evergreen trees along the exterior boundaries, and that the trees be complimented with accent trees, shrubs, and groundcover.

7. Surrounding Land Uses and Setting

The project site is surrounded by agricultural land to the north; industrial uses annexed from the County of Santa Barbara to the south; agricultural uses, A Street, and single-family residences to the east; and agricultural land (Windset Farms) to the west.

The project site has historically been used for agricultural uses. In 2003 the property was annexed from the County of Santa Barbara to the City of Santa Maria.

In March 2011, the City adopted the A9SP and Certified EIR for the Specific Plan (2011 Specific Plan EIR). The A9SP provides detailed guidelines for the future development of 890 acres in the western area of the city. The A9SP area is envisioned to be a major employment center for the City and would accommodate industrial uses, office-professional complexes, and research and development parks, as well as limited, strategically located commercial and residential uses and associated infrastructure.

The historic agricultural use may continue as a non-conforming use per the provisions of Santa Maria Municipal Code Chapter 12-31.

8. Other Public Agencies Whose Approval May Be Required

- California Regional Water Quality Control Board (CCRWQCB), Central Coast Region - SWPPP
- Santa Barbara County Air Pollution Control District (SBAPCD) – construction permits, health risk assessment, odor abatement plan
- California Department of Fish and Wildlife
- US Fish and Wildlife Service (USFWS) – California red-legged frog habitat assessment

9. California Native American Tribes Consultation

California Native American tribes traditionally and culturally affiliated with the project area were notified and requested consultation pursuant to Public Resources Code section 21080.3.1. See Discussion No. 18 for additional information.

1. AESTHETICS

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

Setting:

The project site is located in the western part of the City, approximately 2.6 miles west of the U.S. 101 and Betteravia Road intersection; the Santa Maria airport is located 1.0 mile to the south. The project site is characterized by intensive agricultural uses, primarily row crops, and is enclosed with black screen/silt fencing. A small cluster or agricultural accessory structures is located near the middle of the property. Row crop and greenhouse agricultural uses surround the site to the north and west, industrial uses are located to the south, and row crop and residential uses are located to the east. The topography of the site is nearly flat, and the greater Specific Plan area is relatively flat with a slight westward slope. The distant San Rafael mountain range forms the backdrop for views across the Santa Maria Valley to the north and east, and the Casmalia Hills provide the visual backdrop to the south and west (Rincon Consultants 2011).

Public views of the project site are from A Street, adjacent to the site to the east, and Betteravia Road, to the south. Along Betteravia Road, views of this portion of the Specific Plan area are dominated by the transition from agricultural fields and facilities in the background to commercial, manufacturing, and industrial uses and storage yards in the foreground. Views of the project site are largely obstructed by this intervening development. Along A Street, views include commercial and industrial uses and storage yards south of the project site, transitioning to open fields and agricultural uses to the north. Residential uses are prominent along the east side of A Street.

The City's General Plan includes several goals and policies related to aesthetic resources:

- **Goal L.U.1:** Maintain and improve the existing character of the community as the industrial, and commercial retail center for northern Santa Barbara County and southern San Luis Obispo County.
- **Goal L.U.3:** The City will promote quality urban design enhancing Santa Maria's character.

- **Goal L.U.6c:** Achieve a balance between increased development and the maintenance, management, and/or preservation of local resources.
- **Goal L.U.10:** Continue to promote quality commercial and industrial development in Santa Maria and encourage the upgrading and revitalization of the existing commercial and industrial areas.
- **Policy L.U.3:** Emphasize quality urban design features in rehabilitation and new development efforts (similar policies are in the Resources Management Element [RME]).
- **Policy L.U.7:** Avoid land use problems before they arise and create maximum harmony through innovative urban design between various land uses.
- **Objective L.U.7a:** Require the use of buffers between incompatible land uses by using berms, walls, open space, landscaping, bike paths, and arterial streets where appropriate (related policies are in the RME).

Previous Program-Level Environmental Review:

The A9SP FEIR previously analyzed specific plan areawide impacts to aesthetics and visual resources, including those associated with development of the project site. The A9SP FEIR found that development in the Specific Plan area would result in new sources of light and glare, which would be mitigable with design requirements. The A9SP FEIR found that while "[t]he cumulative aesthetic change throughout the region would be perceptible […] the Specific Plan's contribution to that change would not be considerable."

Project-Specific Impact Discussion:

a. For purposes of determining significance under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. According to the A9SP FEIR, the project site is not located within or in proximity to a scenic vista and does not support high quality expansive views. Based on current conditions, this evaluation is still accurate. Therefore, potential impacts would be *less than significant*.

b. According to the Scenic Highway System List (Caltrans 2020) U.S. 101 is identified as an Eligible State Scenic Highway through the City of Santa Maria but is not officially designated. The project is located 2.6 miles west of U.S. 101 and is not visible from the highway. The project would not damage scenic resources, including, but not limited to, trees, rock outcroppings, or historic buildings within the U.S. 101 corridor or any other state scenic highway. Therefore, *no impacts* would occur.

c. The project would change the agricultural character of the project site to a more urbanized and industrial setting. However, as described in the A9SP FEIR, the project site does not provide high quality views or contain designated scenic resources. Moreover, the industrial structures would be subject to screening and landscaping requirements set forth in Chapter 12-15 and 12-44 of the City's Municipal Code. In addition, the project would be subject to the City's development review process in accordance with existing General Plan policies through which the visual characteristics of future development would be further considered by the City. Although the project would increase the density of development within the area, the project would be generally consistent with surrounding development to the south and west and would not substantially degrade the visual character of the area. Therefore, impacts would be *less than significant*.

d. Development of the project would introduce new sources of light into the project area, including streetlights, parking lot lights, and exterior landscape lighting. Existing residential uses adjacent to the project site could be exposed to increased levels of nighttime lighting, which could result in potentially significant impacts. Additionally, the use of certain building materials could result in glare that would be objectionable to adjacent residential uses, resulting in potentially significant impacts. However, A9SP FEIR Mitigation Measure AES-2 would be implemented, which would require new lighting to be oriented away from adjacent residential uses and require buildings to adhere to

specific design standards that reduce glare. With implementation of A9SP FEIR Mitigation Measure AES-2, impacts would be *less than significant with mitigation*.

Mitigation Measure(s) incorporated into the project:

A9SP FEIR AES-2 Outdoor Lighting and Design Standards. New lighting shall be oriented away from sensitive uses, and should be hooded, shielded, and located to direct light pools downward and prevent glare. The following standards shall also be implemented:

1. Lighting used for safety and security to illuminate building entrances, parking and loading areas, and pedestrian walkways shall be of the minimum wattage necessary for site security.
2. Upward lighting oriented to illuminate landscape features or building treatments shall be directed to the illuminated object so as to avoid excessive light pools and glare.
3. External light fixtures with exposed light bulbs shall be avoided.
4. Use of highly reflective building materials shall be avoided.
5. Light trespass shall be reduced through directional lighting and other methods.
6. For projects within Airport Safety Zone 2, structures shall be designed and constructed in a manner that would not cause sunlight to be reflected 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.

2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

Setting:

Agriculture has historically played an important role in the economy and development of Santa Maria and the Santa Maria Valley. Soil quality, water supply, year-round growing season, and level topography have made the Santa Maria Valley one of the most productive agricultural regions in the country. A majority of the land under agricultural production within the project vicinity is located in the unincorporated areas surrounding the city. Land under agricultural production within city limits includes a small area near the Santa Maria Regional Landfill and several acres recently annexed to the City. Approximately 66 percent of the A9SP area is comprised of agriculture and agriculturally commercial manufacturing. The project site has historically been used for farming activities (irrigated row crops) and is bordered to the north and west by a mixture of agricultural uses including irrigated row crops and greenhouse crops.

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

The City's General Plan contains the following goals and policies related to agriculture:

- **Policy L.U.7:** Avoid land use problems before they arise and create maximum harmony through innovative urban design between various land uses.
- **Objectives L.U.7(a):** Require the use of buffers between incompatible land uses by using berms, walls, open space, landscaping, bike paths, and arterial streets where appropriate.
- **Goal R.M.E.5:** Preserve high quality soils to assure that agriculture remains the primary basic industry in the Santa Maria Valley.
- **Policy R.M.E.5:** Preserve agricultural lands for continued agricultural activities in the Santa Maria Valley.

Previous Program-Level Environmental Review:

The A9SP FEIR determined that the displacement of agricultural land in the City's Sphere of Influence was offset by the establishment of the City's "Greenbelt and Urban Buffer" in 1994, as disclosed in the FEIR for the Sphere of Influence Expansion (SCH #90010930). The A9SP FEIR determined that buildout of the A9SP area would not result in significant impacts to agricultural resources beyond what was analyzed in the 1994 FEIR and therefore no mitigation measures were adopted.

Project-Specific Impact Discussion:

a. According to the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) Important Farmland Map for Santa Barbara County (DOC 2016), the site is mapped as Unique Farmland. Unique Farmland is comprised of lesser quality soils used than Prime Farmland but still produce high value food and fiber crops.

   According to the A9SP FEIR, the FEIR for the City's Sphere of Influence Expansion (SCH #90010930) documented the conversion of these agricultural resources to the non-agricultural uses, and the City Council Resolution No. 92-136 presented a Statement of Overriding Considerations, which the Council adopted on September 15, 1994. Santa Barbara LAFCO approved annexation of the project area to Santa Maria on November 23, 2004. Furthermore, in order to mitigate the conversion of these agricultural resources, the City adopted a "Greenbelt and Urban Buffer" resolution in 1994 (Resolution 94-9). The Greenbelt and Urban Buffer resolution established that the City would preserve agricultural and open space areas immediately adjacent to the City's Urban Boundary Limit. This resolution protects agricultural and open space areas adjacent to the City by prohibiting the City from expanding its Urban Boundary Limit into such areas. As such, the areas immediately adjacent to the A9SP area would be preserved under this resolution.

   Because the impacts of the conversion of these agricultural resources on the site were previously analyzed and mitigated by the establishment of the City's Greenbelt and Urban Buffer, and the project would not result in any new or more severe impacts, impacts are found to be *less than significant*.

b. Neither the site nor the surrounding properties are under a Williamson Act contract or are zoned for agricultural uses. Therefore, the project would not result in a conflict with existing zoning for agricultural use, or a Williamson Act contract, and *no impacts* would occur.

c. The site is not zoned for forestland or timberland; therefore, *no impacts* would occur.

d. The site does not contain forestland; therefore, *no impacts* would occur.

e. As discussed above, the project site is currently used for agricultural uses, which would be converted to a non-agricultural use. However, the 1994 Sphere of Influence Expansion FEIR accounted for this conversion and the City adopted Resolution 94- 9, which preserved agricultural and open space areas immediately adjacent to the City's Urban Boundary Limit. Therefore, the project would not involve other changes that could result in additional conversion of farmland, and impacts would be *less than significant*.

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

3. AIR QUALITY

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

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?		X		
c. Expose sensitive receptors to substantial pollutant concentrations?		X		
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?		X		

Setting:

The project site is located in the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura Counties. 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.

Criteria Pollutant Regulation

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

Federal and state standards have been established for six criteria pollutants: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulates less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$), and lead (Pb). California air quality standards are identical to or stricter than federal standards for all criteria pollutants.

The SBCAPCD monitors air pollutant levels to assure that air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the SCCAB is classified as being in “attainment” or as “non-attainment.” The county is designated unclassifiable/attainment for the federal PM2.5 standard and unclassified for the state PM2.5

standard. However, the county is currently in nonattainment for the state PM10 standard. A summary of the county's attainment status for air quality standards is provided in Table 3.

Table 3. Santa Barbara County Federal and State Criteria Pollutant Attainment Status

Ambient Air Quality Standard	Statutory Standard*	Santa Barbara County Status
Federal Standards		
8-hour Ozone Standard	0.07 ppm	Attainment
$PM_{2.5}$ 24-hour Average Standard	35 µg/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	0.10 ppm	Unclassified/Attainment
Nitrogen Dioxide Annual Average	0.053 ppm	
Sulfur Dioxide 1-hour Average Standard	0.075 ppm	Unclassified/Attainment
Sulfur Dioxide 24-hour Average Standard	0.14 ppm	
Sulfur Dioxide Annual Average Standard	0.03 ppm	
State Standards		
1-Hour Ozone Standard	0.09 ppm	Attainment
8-Hour Ozone Standard	0.07 ppm	
$PM_{2.5}$ Annual Average Standard	12 µg/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	0.03 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

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

Source: CARB 2019, 2020

The SBCAPCD's 2019 Ozone Plan (2019 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 done in 1994, 1998, 2001, 2004, 2007, 2010, 2013, and 2016). Santa Barbara County is designated "attainment" for the federal 8-hour ozone standard of 0.070 parts per million (ppm) and is therefore not

currently required to prepare any plans for the federal ozone standard. 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 NOx 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).

Asbestos

Asbestos is the common name for a group of naturally occurring fibrous silicate minerals that can separate into thin but strong and durable fibers. Naturally occurring asbestos (NOA), which was identified as a TAC in 1986 by ARB, is located in many parts of California and is commonly associated with ultramafic rock. Asbestos-containing material (ACM) may be present in existing structures. The demolition of existing structures may be subject to regulatory requirements for the control of ACM.

SBCAPCD states that if a residential building with more than four units or a commercial building is to be demolished or renovated, or the structure is considered a "regulated structure" (e.g., bridges, caissons, etc.), the project proponent must complete SBCAPCD Form ENF-28: Notification for Renovation and Demolition or APCD Form ENF-28e: EXEMPTION from Notification for Renovation and Demolition and the SBCAPCD must be notified even if the building does not contain any asbestos. However, if the project is only a renovation, no notification is required unless the renovation involves disturbing a threshold amount of regulated asbestos materials (AMBIENT Air Quality & Noise Consulting [AMBIENT] 2021a).

Odors

Typically, odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from the psychological (i.e., irritation, anger, or anxiety) to the physiological, including circulatory and respiratory effects, nausea, vomiting, and headache.

Neither the state nor the federal governments have adopted rules or regulations for the control of odor sources. The SBCAPCD does not have an individual rule or regulation that specifically addresses odors; however, odors would be applicable to SBCAPCD Rule 303, Nuisance. Any actions related to odors would be based on citizen complaints to local governments and the SBCAPCD. The SBCAPCD recommends that odor impacts be addressed in a qualitative manner. Such analysis shall determine if the project results in excessive nuisance odors, as defined under the California Code of Regulations, Health & Safety Code Section 41700, air quality public nuisance.

Nearby Land Uses

Land uses located near the project site include a mix of agricultural, industrial, and residential land uses. The nearest agricultural land uses are located approximately 50 feet to the north and approximately 100 feet to the west (Windset Farms). The nearest industrial land uses are located approximately 1,150 feet to

the south. The nearest residential land uses include single-family residences located approximately 1,200 feet to the east.

Previous Program-Level Environmental Review:

The A9SP FEIR determined that buildout of the A9SP area would result in the generation of operational air pollutant emissions that would exceed SBCAPCD thresholds and could possibly expose proposed and nearby residents to toxic emissions, and while mitigation measures would reduce this impact, it would remain significant and unavoidable. Additionally, the FEIR identified that depending on the eventual commercial and industrial uses of the site, there would be the potential to generate nuisance odor emission. This was determined to be less than significant impact with mitigation.

Project-Specific Impact Discussion:

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

Long-term operational increases in emissions of criteria air pollutants were calculated using the CalEEMod, version 2016.3.2. Two development scenarios were evaluated, Scenario 1 included concurrent operations workforce housing and industrial uses; Scenario 2 included concurrent operations of industrial uses and the conversion of workforce housing to industrial uses. Emissions modeling included quantification of emissions associated with area sources, energy use, and mobile sources.

The proposed project has been designed with a mix of land uses, including multifamily residential (dormitories) and industrial land uses. In total, the project is expected to result in an increase of approximately 3,680 residents in the City of Santa Maria for Scenario 1. The projected number of employees for the industrial land uses would be 541 for Scenario 1 and 811 for Scenario 2. The SBCAG Regional Growth Forecast 2050 Santa Barbara County indicates that the population in 2017 was approximately 108,500 (SBCAG 2019). The City's forecasted population is estimated to total approximately 121,900 in 2025 and 133,300 in 2035. The proposed project would not result in near-term increases in population that would exceed year 2025 population projections or exceed year 2035 projections. In addition, the project would improve the City's jobs and 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 (AMBIENT 2021a).

The Plan also includes multiple transportation control measures (TCM) intended to reduce emissions through reductions in vehicle miles traveled (VMT) and the promotion of alternative forms of transportation. Applicable TCMs that the project is consistent with include T-1 (Trip Reduction Program) and T-2 (Employer-Cased Transportation Demand Management Program). As previously noted, the applicant would provide all necessary transportation, via busses, for residents of the housing complex, including transportation to and from the agricultural work sites and for private/recreational purposes. These TCMs would support reductions in VMT and associated mobile emissions. Therefore, based on consistency with the growth assumptions and policies of the 2019 Ozone Plan, the proposed project would be considered consistent with the applicable air quality plan and potential impacts would be *less than significant*.

b. The SBCAPCD is currently designated "attainment" for the federal 8-hour ozone standard of 0.070 parts per million (ppm). Effective July 1, 2020, Santa Barbara County has been designated as attainment for the state ozone standards as well. This change was initiated by the CARB at their December 2019 public hearing and it was later approved by the Office of Administrative Law (SBCAPCD 2020). The county is designated unclassifiable/attainment for the federal $PM_{2.5}$ standard, unclassified for the state $PM_{2.5}$ standard, and nonattainment for the state PM_{10} standard.

Construction Emissions

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

SBCAPCD has not established quantitative thresholds of significance for short-term air pollutant emissions. However, the SBCAPCD recommends lead agencies to use a 25 tons/year significance threshold for construction emissions of reactive organic gases (ROG) and oxides of nitrogen (NO_X; SBCAPCD 2017), as well as other criteria emissions with the exception of carbon monoxide. A comparison of estimated construction emissions and applicable SBCAPCD-recommended thresholds are provided in Table 4, below.

Table 4. Estimated Annual Construction Emissions

	Year	Annual Emissions (tons/year)					
		ROG	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Phase 1	2022	0.56	4.35	4.43	0.01	0.63	0.35
	2023	1.43	0.83	1.04	0.00	0.11	0.05
Phase 2	2023	0.25	2.26	2.23	0.00	0.38	0.21
	2024	3.18	2.36	2.71	0.00	0.20	0.11
	SBCAPCD Recommended Threshold:	25	25	N/A	25	25	25
	Exceeds Threshold?	No	No	N/A	No	No	No

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

The project would not result in the exceedance of any short-term construction threshold as recommended by SBCAPCD (AMBIENT 2021; Attachment A). However, because Santa Barbara County violates the state standard for PM_{10}, dust control measures are required for all projects involved in earthmoving activities regardless of the significance of the fugitive dust impacts. Therefore, Mitigation Measure AQ-1 has been identified to reduce construction emissions in accordance with local regulatory policies.

Operational Emissions

Long-term operational emissions associated with the proposed project would be predominantly associated with mobile sources. To a lesser extent, emissions associated with area sources, such as landscape maintenance activities, as well as use of electricity and natural gas would also contribute to increased operational emissions.

Long-term operational emissions were calculated using the CalEEMod computer program. Modeling was conducted based on traffic data derived, in part, from the traffic analysis prepared for the project (Central Coast Transportation Consulting [CCTC] 2021; Attachment B). Operational emissions are depicted in Tables 5 and 6, below.

Table 5. Operational Emissions for Scenario 1

Source	Daily Emissions (pounds/day)					
	ROG	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area	15.80	0.32	27.93	0.00	0.15	0.15
Energy	0.30	2.64	1.86	0.02	0.21	0.21
Mobile Sources[1]	6.35	**65.80**	70.59	0.27	19.36	6.16
Total	22.45	68.76	100.38	0.29	19.72	6.52
SBCAPCD Threshold (All Sources)	240	240			80	
Exceeds Threshold?	No	No			No	
SBCAPCD Threshold (Mobile Sources)	25	25				
Exceeds Threshold?	No	**Yes**				

Table 6. Operational Emissions for Scenario 2

Source	Daily Emissions (pounds/day)					
	ROG	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area	16.39	0.00	27.93	0.00	0.15	0.15
Energy	0.46	4.17	1.86	0.02	0.21	0.21
Mobile Sources[1]	4.96	18.47	70.59	0.27	19.36	6.16
Total	21.81	22.64	100.38	0.29	19.72	6.52
SBCAPCD Threshold (All Sources)	240	240			80	
Exceeds Threshold?	No	No			No	
SBCAPCD Threshold (Mobile Sources)	25	25				
Exceeds Threshold?	No	No				

Estimated daily operational emissions from all sources of ROG, NO_X, and PM_{10} for Scenario 1 and Scenario 2 would not exceed the SBCAPCD operational thresholds of 240 pounds/day for ROG or NO_x; nor would the 80 pounds/day threshold for PM_{10} be exceeded. However, under operational

Scenario 1, the proposed project would exceed the operational threshold of 25 pounds per day of NO_x from mobile sources. As a result, this impact would be considered potentially significant.

Mitigation measures AQ-2 through AQ-4 have been identified to reduce air pollutant emissions from operation through implementation of idling restrictions, implementation of pedestrian and bicycle infrastructure improvements on-site and off-site as feasible, and implementation of energy conservation measures on-site. Although these measures would reduce air pollutant emissions from operation of the project, it is reasonable to assume that emissions would continue to exceed the operational threshold of 25 pounds per day of NO_x from mobile sources for Scenario 1 (AMBIENT 2021a). The A9SP FEIR also concluded that the Specific Plan would result in a significant and unavoidable impact related to the exceedance of SBCAPCD operational air pollutant emission thresholds. The project would be consistent with the level of analysis provided in the A9SP FEIR and would not result in any new or more severe impacts than what was previously analyzed. In addition, the Transportation Impact Study prepared for the project indicated that the overall regional vehicle miles travelled (VMT) would decrease as a result of the project, which would in turn result in an overall regional decrease in associated mobile emissions. Therefore, based on consistency with the previous analysis and overall decrease in regional VMT, the project's potential impacts associated with exceedance of emissions thresholds would be *less than significant with mitigation.*

c. Sensitive receptor locations near the project site include single-family residential areas located to the east, located approximately 1,200 feet from the boundaries of Parcel 1. The residential area located east of the project site is within a census tract that is within the 79th highest percentile for pollution burden in comparison to all census tracts in California and contains a population of 21% children under 10 (California Office of Environmental Health Hazard Assessment 2018).

Construction Emissions

Construction of the proposed project would result in the temporary generation of emissions associated with site grading, paving, motor vehicle exhaust associated with construction equipment and worker trips, as well as the movement of construction equipment on unpaved surfaces. Short-term construction emissions would result in increased emissions of ozone-precursor pollutants (i.e., reactive organic gases (ROG) and NO_X) and emissions of fugitive dust. Based on the distance from nearby sensitive receptor locations and generation of ROG and NOx emissions would be below applicable construction thresholds, impacts associated with these pollutants would not adversely affect surrounding sensitive receptors. However, fugitive dust and diesel particulate matter emissions generated during construction activities could contribute to elevated localized concentrations at nearby sensitive receptor locations. Mitigation measure AQ-1 and AQ-5 have been identified to reduce construction-related emissions of fugitive dust and diesel particulate matter. Upon implementation of these measures, potential construction-related impacts to sensitive receptors would be less than significant.

Operational Emissions

Localized concentrations of CO are of primary concern in areas located near congested roadway intersections. Of particular concern are signalized intersections that are projected to operate at unacceptable levels of service (LOS) (LOS E or LOS F). Signalized intersections primarily affected by the proposed project would operate at LOS C or better (CCTC 2021). As a result, implementation of the proposed project is not anticipated to contribute to localized CO concentrations that would exceed applicable ambient air quality standards. The proposed project is not expected to emit toxic or other hazardous air pollutants and is located in excess of 1,000 feet from sensitive receptor locations (i.e., residences). In addition, the project would be subject to Mitigation Measure A9SP FEIR AQ-4, which requires the preparation of a health risk assessment if proposed sensitive uses are proposed within proximity to specific land uses with the potential to

result in substantial air pollutant emissions. Therefore, operational emissions would not result in exposure of sensitive receptors to substantial pollutant concentrations.

Based on proposed construction activities, proximity to sensitive receptor locations, and mitigation measures identified below, project impacts associated with exposure of sensitive receptors to substantial pollutant concentrations would be *less than significant with mitigation*.

d. The project site is not located within an area identified as having a potential for naturally-occurring ultramafic rock and serpentine soils. Therefore, no potential impacts would occur associated with naturally occurring asbestos. The proposed project does not include the demolition of any existing structures or buildings; therefore, no potential impacts associated with asbestos containing materials or lead based paint would occur.

The proposed project would not result in the installation of any equipment or processes that would be considered major odor-emission sources. However, construction of the proposed project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people. In addition, pavement coatings and architectural coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. In addition, the project would be required to comply with A9SP FEIR mitigation measure AQ-3(a) detailed below which requires preparation and implementation of an odor abatement plan if odor-producing uses are proposed on-site (e.g., if the proposed farmworker housing is converted to a different industrial use) and A9SP FEIR mitigation measure A9SP FEIR AQ-3(b) which restricts future mixed-uses onsite that would result in the location of odor-generating land uses adjacent to proposed sensitive receptor locations. In addition, the project would be subject to SBCAPCD Rule 303 that prohibits the discharge of air contaminants or other material that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons. Therefore, potential impacts would be *less than significant with mitigation*.

Mitigation Measure(s) incorporated into the project:

A9SP FEIR AQ-3(a) **Odor Abatement Plan.** Implementation of the following actions shall satisfy the performance standard that odors generated by projects in the Specific Plan area are not detectable beyond property lines. Future applicants for development of potential odor-generating uses shall develop and implement an Odor Abatement Plan (OAP). Potential odor generating uses include the following:

- Asphalt Batch Plant
- Bakeries
- Chemical Manufacturing
- Coffee Roaster
- Composting Facility
- Fiberglass Manufacturing
- Food Processing Facility
- Fast food Restaurants
- Laundry Facilities
- Oil Extraction Facilities
- Painting/Coating Operations (e.g. auto body shops) Petroleum Refinery

- Rendering Plant

The OAP shall include the following:

- Name and telephone number of contact person(s) responsible for logging and responding to odor complaints;
- Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the responsible party on how to respond to an odor complaint;
- Description of potential odor sources (i.e., odors associated with a fast food restaurant may include cooking and grease aromas);
- Description of potential methods for reducing odors, including minimizing potential add-on air pollution control equipment; and
- Contingency measures to curtail emissions in the event of a continuous public nuisance.

A9SP FEIR AQ-3(b) **Mixed Use Restrictions.** Mixed use development that includes residential uses shall not include non-digital photographic studios, laundry facilities, or other types of development that could generate nuisance odors. This language shall be added to the definition for the mixed-use land use designations, as part of the Final Area 9 Specific Plan. The mixed-use restrictions shall assure abatement of odors to a non-detectable level at property lines.

A9SP FEIR AQ-4 **Health Risk Assessment.** Implementation of the following actions shall satisfy the performance standard that the project meets the health criteria set forth in the CAPCOA publication Health Risk Assessments for Proposed Land Use Projects. A health risk assessment shall be prepared by the applicant when:

- An applicant proposes sensitive receptors or worker receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week), or conversely, when an applicant proposes a distribution center (that exceeds said criteria) within 1,000 feet of sensitive receptors or worker receptors;
- An applicant proposes sensitive receptors or worker receptors within 1,000 feet of a rail yard, or conversely, when an applicant proposes a rail yard within 1,000 feet of sensitive receptors or worker receptors;
- An applicant proposes sensitive receptors or worker receptors within 1,000 feet of a chrome plater facility, or conversely, when an applicant proposes a chrome plater facility within 1,000 feet of new sensitive receptors or worker receptors;
- An applicant proposes sensitive receptors or worker receptors within 300 feet of any dry cleaning operation, within 500 feet of any dry cleaning operation with two or more machines, or conversely, when an applicant proposes a cleaning operation within 300 feet of sensitive receptors or worker receptors , or a dry cleaning operation with two or more machines within 500 feet of sensitive receptors or worker receptors;
- A land use that would result in sensitive receptors or worker receptors located in the same building with perchloroehylene dry cleaning operations; and
- An applicant proposes sensitive receptors or worker receptors within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million

gallons per year or greater), or conversely, when an applicant proposes a gas station within 300 feet sensitive receptors or worker receptors.

- Development of sensitive receptors or worker receptors or emitters of hazardous pollutants shall be permitted only where a quantitative HRA identifies that there is a less than significant risk to human health and safety from hazardous pollutants based on health risk significance criteria in the CAPCOA publication Health Risk Assessments for Proposed Land Use Projects. In such cases where the HRA identifies a potentially significant risk, SBCAPCD-approved mitigation measures shall be applied to reduce the potential health hazard to a less than significant level. These mitigation measures include:
- Relocation or reconfiguration of the facility to avoid potentially significant air toxics risk;
- Forced air ventilation with filter screens on outside air intake ducts;
- Notification to future residents of the hazard risk and the need for maintaining the filter screens; and
- Window and door weatherproofing/ weather-stripping.

AQ-1 During site preparation and construction activities, the following measures shall be implemented, to the extent feasible, to minimize short-term construction fugitive dust emissions:

a. During construction, 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 miles per hour. Reclaimed water should be used whenever feasible. 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 miles per hour or less on unpaved areas.

c. If importation, exportation, and/or 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.

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, or revegetating, or by 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 offsite. 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.

AQ-2 For the duration of the life of the project, idling of heavy duty diesel vehicles (e.g., diesel-fueled commercial vehicles weighing more than 10,000 pounds) shall comply

with applicable California regulatory requirements. Such requirements include, but may not be limited to, the following:

a. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location; and

b. Shall not use diesel-fueled auxiliary power units for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle equipped with a sleeper berth, at any location.

AQ-3 Operational Transportation Control Measures

On-site Measures

1. The project shall include design features to encourage alternate transportation modes to the greatest extent feasible.
    a. For pedestrians: sidewalks; safe street and parking lot crossings; shade trees; off street breezeways, alleys, and over crossings; placement of parking lots and building entrances to favor pedestrians rather than cars; shower and locker facilities.
    b. For transit riders: all of the above plus safe, sheltered transit stops with convenient access to building entrances.
    c. For bicyclists: theft proof and well-lighted bicycle storage facilities with convenient access to building entrance; on-site bikeways between buildings or uses; shower and locker facilities; exceed Cal Green standards by 25% for providing on-site bicycle parking: both short term racks and long term lockers, or a locked room with standard racks and access limited to bicyclists only.
    d. For carpools and vanpools: preferential parking; provide dedicated parking for carpools, vanpools, and/or high-efficiency vehicles to meet or exceed Cal Green Tier 2.
2. Provide onsite services to reduce the need for offsite travel to the maximum extent feasible.
    a. For residential developments: include childcare, telecommute center, neighborhood retail stores, postal machines, automatic teller machines.
    b. For commercial/office developments: include childcare, food services, postal machines, banking services.
    c. For commercial/retail developments: include delivery services, sales by phone.
3. Provide onsite services to encourage alternative transportation modes where feasible, e.g., rideshare matching, transit subsidies, vanpool subsidies, shuttle services, parking management, guaranteed ride home, education.
4. Schedule operations to reduce trips during highly congested periods to the maximum extent feasible, e.g., adjust business hours, allow alternative work schedules, schedule deliveries for off-peak hours.
5. 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). Charging stations shall be located in desirable and convenient locations so as to encourage use.

Off-site Measures

a. Provide transit service enhancements to serve the project where feasible, e.g., provide express bus service, bike racks on buses, shuttle buses.

b. Provide bikeway improvements related to the project where feasible, e.g., extend bikeway network to provide better access.

c. Provide pedestrian improvements serving the project where feasible, e.g., sidewalks to improve access, pedestrian crossings and overhead or underground walkways.

d. Provide public education for residents of the project where feasible that explain the benefits of alternative transportation through multi-media campaigns, such as pamphlets, public service announcements, newsletters or community bulletin boards.

AQ-4 The following measures shall be incorporated into the project to the greatest extent feasible:

a. Install photovoltaic and wind generators on-site;

b. Utilize passive cooling strategies: passive cooling planned for or designed into structure (e.g., strategically sized overhands or trellis on south side, operable skylights, fan, thermal chimney, a cupola or roof opening for hot air venting, radiant barrier, or underground cooling tubes);

c. For residential lighting, utilize whole-home, low voltage, lighting control system with conditional logic;

d. For non-residential lighting; utilize for-daylit spaces, use of automatic, non-dimmed lighting control, or automatic, continuous dimming of light sources, or integrated dimming daylight control;

e. Utilize outdoor lighting designed for high efficiency, solar-powered or controlled by motion detectors;

f. Utilize natural lighting in buildings;

g. Design building siting and orientation to reduce energy use and maximize opportunities for solar systems;

h. Utilize summer shading and wind protection measures to increase energy efficiency (e.g., moveable exterior awnings or trees);

i. Maximize protection of building from heat loss (e.g., planting windbreak, earthen berm, or fin walls to create an air envelope around the building);

j. Maximize use of landscaping to shade buildings and parking lots;

k. Maximize installation of energy efficient appliances and lighting.

AQ-5 During site preparation and construction activities, the following measures shall be implemented to reduce mobile-source emissions:

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 ARB Regulation for In-Use Off-Road Diesel Vehicles (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce NOx, 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.

c. Fleet owners of mobile construction equipment are subject to the ARB Regulation for In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NOx 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.

d. All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 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 five minutes; electric auxiliary power units should be used whenever feasible.

e. Diesel equipment meeting the ARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines shall be used to the extent locally available.

f. On-road heavy-duty equipment with model year 2010 engines or newer shall be used to the extent locally available.

g. Diesel powered equipment shall be replaced by electric equipment whenever feasible.

h. Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, shall be used on-site where feasible.

i. Catalytic converters shall be installed on gasoline-powered equipment, if feasible, and in accordance with manufacturer's recommendations.

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

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

l. 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.

m. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies,				X

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

Setting:

The project site is located in an agricultural area of Santa Maria and is surrounded by agricultural, light industrial, and residential uses. A Street is located directly to the east. The project site is currently developed with irrigated row crops and several agricultural accessory structures at the center of the site.

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

The A9SP FEIR identified four sensitive natural communities known to occur in the project vicinity: Central Dune Scrub, Central Foredunes, Coastal and Valley Freshwater Marsh, and Southern California Threespine Stickleback Stream. However, none of these communities are located within the A9SP area or the project site.

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

The City's General Plan contains the following goals and policies related to biological resources:

- **Goal R.M.E.3:** Preserve natural biological resources and expand the Santa Maria Urban Forest.
- **Goal R.M.E.7:** Provide and preserve open space areas for conservation, recreation and agriculture.
- **Policy R.M.E.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 R.M.E.7:** Maintain areas designated for open space purposes, and provide new open space areas to preserve and protect scarce resources, wildlife habitats, and primary agricultural lands.

Previous Program-Level Environmental Review:

The A9SP FEIR determined that buildout of certain areas the A9SP area would result in significant direct and indirect impacts to waters of the state and vernal pool fairy shrimp; however, these impacts were not related to the project site and therefore A9SP FEIR Mitigation Measures BIO-1(a), BIO-1(b), BIO-3(a), and BIO-3(b) do not apply to this project. The A9SP FEIR also determined that buildout of the A9SP area, including the project site, would directly and indirectly impact special status plant species and special status wildlife species including California red-legged frog (CRLF), California tiger salamander (CTS), burrowing owl (*Athene cunicularia*), white-tailed kite (*Elanus leucurus*), loggerhead shrike (*Lanius ludovicianus*), pallid bat (*Antrozous pallidus*), western spadefoot toad (Spea hammondii), and western red bat (*Lasiurus blossevillii*), but that mitigation would reduce these impacts to less than significant. CTS and western spadefoot toad were determined to only have potential in the non-native grassland in the northwest corner of the site; therefore, A9SP FEIR Mitigation Measures BIO-5(a), BIO-5(b), and BIO-6(a) do not apply. A9SP FEIR Mitigation Measure BIO-2(a) and BIO-2(b), which requires special status plant surveys, do not apply to this project because they are specific to non-native grasslands in the northwestern portion of the A9SP area.

Project-Specific Impact Discussion:

a. Due to the high level of disturbance of the site and the existing intensive agricultural use, the site does not appear to support habitat for sensitive plant or wildlife species. The A9SP FEIR conducted literature reviews and field surveys of the entire A9SP area, which included the project site. The A9SP FEIR identified species with the potential to occur within the A9SP area based on proximity to known species occurrences and specific habitat characteristics of the A9SP area. While several special-status species were identified as having the potential to occur within the A9SP area, given that the project site is actively cultivated; surrounded by agricultural, light industrial, and urban development; subject to frequent tilling and ground disturbance; and lacks aquatic and riparian habitats, artificial ponds, and drainage ditches, the potential for special-status species to occur onsite is considered low. Additionally, the project site lacks trees and other vegetation that could support nesting birds and roosting bats and therefore A9SP FEIR Mitigation Measure BIO-6(b) does not apply.

   This region of the Santa Maria Valley has historically supported populations of CRLF. CRLF use a variety of habitat types, including various aquatic, riparian, and upland habitats, and they have also been observed traveling through agricultural lands (Rincon 2011). The CNDDB records search identified occurrences of CRLF within and adjacent to the A9SP area, but not on the project site. The A9SP FEIR determined that because CRLF is known to occur within proximity to the A9SP area and the A9SP area contains potentially suitable habitat, CRLF could use the A9SP area, including the project site, for dispersal/migratory movements. Therefore, development that would occur under the proposed Specific Plan could impact the CRLF and associated habitat. A9SP FEIR Mitigation Measure BIO-4(a) was identified to require a CRLF habitat assessment prior to development. A9SP FEIR Mitigation Measure BIO-4(b) was identified as additional avoidance, minimization, and mitigation in the event that CRLF are present in the A9SP area.

   Finally, invasive landscaping species could have indirect effects on special status species in the vicinity. A9SP FEIR BIO-6(c) is required to control the use of landscaping species.

Therefore, impacts on special-status species would be *less than significant with mitigation.*

b. The project site does not support riparian habitat or a sensitive natural community. Therefore, *no impact* would occur.

c. The project site does not support state or federally protected wetlands. Therefore, *no impact* would occur.

d. The project site does not support hydrological features that could support the migration of fish. Additionally, the project site does not support habitat that could serve as migration corridors for wildlife species. Therefore, *no impact* would occur.

e. The cultivated and frequently tilled project site does not contain suitable habitat for protected biological resources. The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; therefore, *no impact* would occur.

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

Mitigation Measure(s) incorporated into the project:

A9SP FEIR BIO-4(a) *(Note: this measure has been altered to reflect project specific requirements.)* **CRLF Habitat Assessment.** A habitat assessment for CRLF shall be conducted according to USFWS guidelines. The habitat assessment shall be conducted by a City-approved biologist and shall examine the entire project site. The results of the survey shall be submitted to the USFWS for their review and approval and for use during FESA consultation (if necessary).

A9SP FEIR BIO-4(b) **Avoidance, Minimization, and Mitigation of Impacts to CRLF.** Implementation of the following actions shall satisfy the performance standard that the project will not jeopardize the continued existence of the CRLF species. If CRLF are not identified in the plan area and formal concurrence from the USFWS is received, no further mitigation is required. If this species is identified on-site, formal consultation with the USFWS shall be required. Consultation with USFWS shall be undertaken and an incidental take permit (either through a Section 7 consultation if a federal nexus exists, or Section 10 of the FESA if no federal nexus exists) must be obtained if required. Any measures imposed by the USFWS shall be fully implemented. Depending upon the outcome of this consultation, the following actions shall be implemented:

- At least three months prior to the onset of activities, the City will submit the name(s) and credentials of biologists who will conduct mitigation activities to the USFWS for approval. The City will also contact the USFWS to determine an appropriate site in which to relocate CRLF, if found in the work area.
- Compensatory mitigation to off-set losses of California red-legged frog upland and dispersal habitat would be determined through consultation with the USFWS but at minimum shall be 1:1 ratio (habitat preserved:habitat permanently lost). A qualified biologist shall identify suitable habitat in the Santa Maria area within the dispersal distance from at least one known breeding pond that would be restored (if applicable) and preserved in perpetuity through a conservation easement. Restoration efforts will use native grass and forb seed mixes developed by a qualified biologist. Restoration activities will be detailed in a plan prepared by a qualified

biologist. The plan will focus on adaptive management principles and will identify enhancement areas, strategies, an implementation schedule, long-term monitoring methods, success criteria, methods to assess whether success criteria have been met, and contingency plans for meeting success criteria. The program will be monitored for five years, and monitoring reports that evaluate the success of the program will be submitted to the City annually.

- The work area shall be surrounded by a solid temporary exclusion fence (such as silt fence) that shall buried into the ground and extend at least three feet above the ground to exclude CRLF from the work area. The fence shall be installed in June of the year prior to the start of construction. During any construction conducted between July 2 and April 30, the fence shall be inspected daily to assure that it is functioning properly to exclude CRLF from the work area. The fence shall remain in place throughout construction. Access roads shall be temporarily sealed off overnight using a section of fence that is anchored to the ground (e.g., fire hose filled with sand or sand bags can be used to anchor the bottom of the fence or the bottom must be buried).
- To minimize the potential for direct impacts to dispersing individuals, initial clearing and disturbance of the surface of the site should be completed during the period May 1 through July 1. The initiation of any subsequent ground disturbing activity or construction during July 2 through April 30, the period when CRLF are potentially dispersing or utilizing upland areas, shall be preceded by two night surveys of the work area. The purpose of these surveys is to determine whether any CRLF have bypassed the exclusion fencing into the work area. Surveys shall be conducted on two separate nights within 48 hours prior to the start of work activities. If CRLF are present they shall be moved out of the work area by a USFWS-approved biologist following the methods described below. The approved biologist will maintain detailed records of all translocated individuals (e.g., size, coloration, any distinguishing features, and photographs) to assist in determining whether translocated individuals return to the work site.
- Captured CRLF will be placed immediately into plastic zip-lock bags dampened with untreated water and released in designated relocation areas no more than one hour after capture.
- During all initial clearing and disturbance of the surface of the site, an approved biologist shall be on-site to recover any CRLF that may be found at that time. If the animals are in good health, they shall be immediately relocated to the designated release area. If they are injured, the USFWS shall be consulted immediately. Any dead CRLF must be reported immediately to the USFWS and deposited in an approved museum, such as the Santa Barbara Museum of Natural History or the Museum of Systematics and Ecology at the University of California, Santa Barbara.
- A USFWS-approved biologist shall be present at the work site until such time as all removal of CRLF, instruction of workers, and initial ground disturbance have been completed. After this time, the City will designate a person to monitor compliance of all mitigation measures. The approved biologist shall assure that this individual receives training outlined above and is qualified to identify CRLF. The monitor and the approved biologist shall have the authority to halt any action that might result in impacts that exceed the levels anticipated by USFWS during review of the proposed action. If work is stopped, the City shall be notified immediately to determine the appropriate course of action.

- An approved biologist or trained monitor shall conduct daily surveys of any pits or trenches that are left open over night during the period from October 15 through March 15.
- During construction, all trash that may attract predators shall be properly contained, removed from the work site and disposed of regularly. Following construction, all trash and construction debris shall be removed from the work areas.
- The number of access routes, number and size of staging areas, and the total area of the activity shall be limited to the minimum necessary to achieve the project goal. Routes and boundaries shall be clearly demarcated, and these areas shall be outside wetland areas.
- All refueling, maintenance, and staging of equipment and vehicles will occur at least 100 feet from riparian or aquatic habitats, and not in a location where a spill would drain directly toward an aquatic habitat. The City-approved biologist will check the staging area periodically to assure that contamination of aquatic habitats does not occur. Prior to the onset of work, a spill response plan must be designated, and all workers must be briefed on the provisions of this plan.
- Temporarily impacted areas shall be recontoured to their original configurations and revegetated with native plant species suitable for the area. Locally collected plant material will be used to the extent practicable. Invasive exotic plant species shall not be used in site landscaping.
- Best management practices shall be implemented during and after project implementation to control erosion and sedimentation. Water shall not be impounded in a manner that may attract CRLF.
- CNDDB forms shall be completed and sent to the CDFG for all CRLF observed during the project.

A9SP FEIR BIO-6(c) **Landscaping Requirements.** Landscaping shall contain only those species that are not considered invasive. Invasive species include those identified in the California Invasive Plant Inventory published by the California Invasive Plant Council and by the United States Department of Agriculture National Invasive Species Information Center.

A9SP FEIR BIO-6(d) **Worker Education.** Before any construction activities begin, a biologist shall conduct a training session for all construction personnel. At a minimum, the training should include a description of each of the special status animal species that may potentially occur on-site. The training shall include habitat requirements, regulatory status, the measures that are being implemented to conserve the species as they relate to the project, and the boundaries within which the project may be accomplished. A worker education handout containing this information shall be distributed to participants, and a sign-in sheet completed. The City and appropriate resource agency personnel shall be notified of the date and time the training is scheduled so they may attend.

Note that A9SP FEIR BIO-6(d) is only required if A9SP FEIR BIO-4(a) identifies the potential for CRLF habitat on the site and if A9SP FEIR BIO-4(b) is required.

5. CULTURAL RESOURCES

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

Setting:

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

The establishment of Mission San Luis Obispo to the north and Mission La Purisima Concepción near the city of Lompoc was the beginning of development and settlement in the Santa Maria area. Industrialization and the connection of the Pacific Coast Railroad to Santa Maria further stimulated commercial and residential growth in the area. Historical resources in Santa Maria consist of several landmarks and structures. The City has officially designated 10 historic structures and landmarks, with additional sites designated by the Landmark Committee, none of which are located on-site.

The City's General Plan contains the following goals and policies related to cultural resources:

- **Goal 4 – Historical:** Preserve cultural and archaeological resources to assure that future generations maintain a strong sense of value.
- **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.

Previous Program-Level Environmental Review:

The A9SP FEIR determined that no previously recorded cultural or historic resources are located within the A9SP area, including the project site. The A9SP FEIR also noted that construction activities in the A9SP area, including the project site, have the potential to unearth previously unknown buried resources. A9SP FEIR Mitigation Measure CR-1 was required to reduce this impact to less than significant.

Project-Specific Impact Discussion:

a. The project site does not contain, nor is it located near, any historic resources identified in the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR). The project site is not identified on the City's Landmark Map or on the City's Objects of Historic Merit Map; therefore, potential impacts to historical resources would be *less than significant*.

b. According to the Resources Management Element, the Santa Maria Valley is not a major archaeological or paleontological resource area, as only a few sites have been recorded or discovered in the area. The Resources Management Element delineates high, moderate, low, and negligible archaeological sensitivity areas within the city; the project site is designated as Archaeological Sensitivity Area 2 – Low Sensitivity. A pedestrian field survey was conducted for the A9SP FEIR and yielded no evidence of prehistoric or historic artifacts within the Specific Plan area (Rincon Consultants, 2011). However, the EIR concluded that ground disturbance associated with new construction could uncover previously unknown archaeological deposits. Mitigation Measure CR-1 from the FEIR would reduce impacts to unknown resources to less than significant. No new impacts would occur as a result of this project. Impacts would be *less than significant with mitigation.*

c. See discussion b., above. Impacts would be *less than significant with mitigation.*

Mitigation Measure(s) incorporated into the project:

A9SP FEIR CR-1 **Discovery of Archaeological Resources During Construction.** Implementation of the following actions shall satisfy the performance standard that the conditions specified in Section 15064.5 of the CEQA Guidelines do not result in significant impacts to cultural resources. Both a qualified archaeologist and Native American representative shall monitor all initial earth moving activities within native soil. The applicant and/or their agents, representatives or contractors shall stop or redirect work immediately in the event archaeological remains are encountered during grading, construction, landscaping or other construction-related activity. The applicant shall retain a qualified archaeologist and Native American representative to evaluate the significance of the find through the preparation of a Phase 2 Archeological Survey. Cultural resource remains may include artifacts, shell, bone, features, foundations, trash pits and privies, etc. The Phase 2 shall include:

- Mapping the location of the artifacts within the proposed area of fill; Surface collection of artifacts;
- Excavation of a small sample of the cultural deposit to characterize the nature of the buried portions of the sites;
- Monitoring of excavations by a Native American representative;
- Analysis of all remains, submission of a final report detailing the results of the investigations, and curation of all artifacts and records detailing the results of the investigations at a City approved curation facility.
- If based on the findings of the Phase 2, a determination is made that the resource is important; the applicant will be required to prepare a Phase 3, which shall outline a program to mitigate impacts to the identified resource. The Phase 3 shall require avoidance of the resource, adoption of development restrictions to preserve the resource, or special construction techniques (e.g., covering, etc.) to protect the resource.

6. ENERGY

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

Setting:

Pacific Gas and Electric Company (PG&E) has historically been the primary electricity provider for the City. Beginning January 2021, Santa Maria customers began to receive their electricity from Central Coast Community Energy (C3E) (previously known as Monterey Bay Community Power [MBCP]), which is a community choice energy agency which has committed to providing its customers with 100% carbon-free energy by the year 2030. Community choice energy agencies allow local governments to procure power on behalf of their residents, businesses, and municipal accounts from an alternative supplier while still receiving transmission and distribution service from their existing utility provider (in this case, the 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. 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 California Building Code (CBC) contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The CBC includes mandatory green building standards for residential and nonresidential structures, the most recent version of which are referred to as the *2019 Building Energy Efficiency Standards* (effective January 1, 2020). These standards focus on four key areas: smart residential photovoltaic systems, updated thermal envelope standards (preventing heat transfer from the interior to the exterior and vice versa), residential and nonresidential ventilation requirements, and non-residential lighting requirements.

The City has not adopted a climate action plan; however, the General Plan Resources Management Element includes goals for achieving increased energy conservation use within the city through increasing the energy efficiency of buildings, appliances, and buildings, 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, fuel efficiency standards, and encouraging development of alternative energy sources.

The City's General Plan 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 General Plan 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.

Previous Program-Level Environmental Review:

The A9SP FEIR was certified prior to inclusion of energy thresholds to the CEQA Appendix G Checklist and therefore energy demand was qualitatively analyzed in the context of irreversible changes. The FEIR determined that primary A9SP impacts related to consumption of non-renewable and slowly renewable resources are considered to be less than significant because the A9SP buildout would not use unusual amounts of energy or construction materials.

Project-Specific Impact Discussion:

a. During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. Construction schedules, equipment numbers, horsepower ratings, and load factors were used to calculate construction-related fuel use, based on default assumptions contained in the California Emissions Estimator Model (CalEEMod). Table 7 summarizes the amount of energy consumption associated with project construction.

Table 7. Estimated Construction Energy Consumption.

Source	Total Fuel Use (gallons)	Total MMBTU
Phase 1		
Off-Road Equipment Use (Diesel)	47,431	6,516
On-Road Vehicles (Gasoline)	22,010	2,649
On-Road Vehicles (Diesel)	2,441	335
	Total:	9,500
Phase 2		
Off-Road Equipment Use (Diesel)	47,431	6,516
On-Road Vehicles (Gasoline)	9,690	1,166
On-Road Vehicles (Diesel)	2,780	382
	Total:	8,064

MMBTU = Million British thermal units
Fuel use was calculated based, in part, on project trip generation rates derived from the traffic analysis prepared for the project.
Source: AMBIENT 2021b.

The energy consumed during construction would be temporary in nature and would be typical of other similar construction activities in the county. Federal and state regulations in place require fuel-efficient equipment and vehicles and prohibit wasteful activities, such as diesel idling. In addition, implementation of measures AQ-2 and AQ-5 detailed in Section 3 would further reduce construction energy use through use of electric equipment when feasible, use of energy-efficient equipment when available, use of alternative fuels when feasible, and restrictions on idling. Air Quality above, Therefore, construction energy use impacts would be less than significant.

Operational mobile-source energy consumption would be primarily associated with vehicle trips to and from the project. Table 8 summarizes the annual fuel use at build-out for Scenario 1 and Scenario 2. As noted in Table 7, the vehicle trips associated with the proposed land uses would consume an annual estimated 34,957 gallons of diesel and 181,071 gallons of gasoline for Scenario 1, and an annual estimated 36,961 gallons of diesel and 191,455 gallons of gasoline for Scenario 2 (AMBIENT 2021b). The development of increasingly efficient automobile engines would result in increased energy efficiency and energy conservation. Furthermore, it is important to note that the applicant would provide all necessary transportation, via busses, for residents of the housing complex, including transportation to and from the agricultural work sites and for private/recreational purposes. Implementation of Air Quality mitigation measure AQ-3 would also ensure that the proposed project meets or exceeds building code requirements related to reductions in motor vehicle use. In addition, based on the Transportation Impact Study prepared for the project, the project would result in an overall decrease in regional VMT (CCTC 2021). Therefore, proposed project mobile vehicle trips would not result in increased fuel usage that would be considered unnecessary, inefficient, or wasteful.

Table 8. Estimated Operational Fuel Consumption.

Source	Annual Fuel Use (gallons)	Annual MMBTU
Scenario 1 (Phase 1 and Phase 2)		
On-Road Vehicles (Diesel)	34,957	4,802
On-Road Vehicles (Gasoline)	181,071	21,789
	Total:	26,591
Scenario 2 (Phase 2 and Phase 3)		
On-Road Vehicles (Diesel)	36,961	5,078
On-Road Vehicles (Gasoline)	191,455	23,038
	Total:	28,116

MMBTU = Million British thermal units
Source: AMBIENT 2021b.

The proposed project would result in increased electricity and natural gas consumption associated with the long-term operation of the proposed land uses. Development on the project site would be required to be designed and constructed in compliance with the CBC, which requires that the project achieves high energy efficiency, including, but not limited to, use of low-flow, energy-efficient appliances, light emitting diode (LED) lighting, insulation and building material standards, etc. Development would rely on the local electricity service provider C3E to supply project electricity needs and SoCalGas as a service provider for natural gas, which is committed to replacing 20% of its traditional natural gas supply with renewable natural gas by 2030. Therefore, the project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources and impacts would be *less than significant.*

b. 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. In addition, implementation of mitigation measure AQ-4 would ensure the future development onsite would comply with the City's General Plan Resources Management Element goals and policies associated with increasing the energy efficiency of buildings, appliances, and use of alternative energy sources for buildings. The project would not conflict with other goals and policies set forth in General Plan 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.*

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

7. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii. Strong seismic ground shaking?			X	
iii. Seismic-related ground failure, including liquefaction?			X	
iv. Landslides?			X	
b. Result in substantial soil erosion or the loss of topsoil?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the most recent Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Setting:

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

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

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

According to the City of Santa Maria General Plan Safety Element, several active, potentially active, and inactive faults exist within the basin and region, and generally trend north–west. The major faults include the Santa Maria, Santa Maria River, and Casmalia Faults. None of these faults qualify for Earthquake Fault Zone status as identified by the State Geologist under the Alquist-Priolo Earthquake Fault Zones Act.

Based on the A9SP FEIR, the project site is underlain by the following soil type (Rincon Consultants, 2011):

- **Betteravia loamy sand, 0 to 2 percent slopes.** This soil has been severely eroded through soil blowing, and the surface layer is only 6 to 24 inches thick. Permeability and surface runoff are very slow, and the hazard of soil blowing is high. Fertility is low. This soil is used primarily for nonagricultural uses and limited grazing.

Previous Program-Level Environmental Review:

The A9SP FEIR determined impacts to Geology and Soils were found not to be significant. This was determined based on the City's requirements that all buildings must comply with the CBC and the fact that there are no steep slopes or perched groundwater within the A9SP area.

Project Specific Impact Discussion:

a.i. The project site is located within 3 miles of the potentially active Santa Maria fault. Other faults in the project vicinity include the Santa Maria River and Casmalia Faults (DOC 2015). None of these faults qualify as for Earthquake Fault Zone status as identified by the State Geologist under the Alquist-Priolo Earthquake Fault Zones Act. The proposed light industrial buildings and H-2A structures would be subject to standard construction standards and the seismic requirements specified in the California Building Code (CBC) to ensure all new buildings would be constructed to withstand the magnitude of earthquakes that could potentially occur within this area; therefore, potential impacts would be *less than significant*.

a.ii. Seismic ground shaking is influenced by the proximity of the site to an earthquake fault, the intensity of the seismic event, and the underlying soil composition. As described above, the project site is located within 3 miles of the Santa Maria fault. The Safety Element in the City's General Plan identifies the project site as being located within Zone A, which is described as underlain Holocene age alluvium the more hazardous of the two shaking zones the Element identifies. However, the Probabilistic Seismic Hazard Maps on the California Department of Conservation's website indicate that the entire Santa Maria Valley is located in a lower hazard area (DOC 2016). The effect of seismic ground shaking would be minimized through the implementation of the seismic requirements specified by the CBC and applicable City standards for earthquake-resistant construction; therefore, potential impacts would be *less than significant*.

a.iii. Based on the Alquist-Priolo Earthquake Fault Zone Maps (DOC 2016) and the City's General Plan Safety Element, the project site is not located within a designated liquefaction zone or area of

shallow ground water. The project would be required to comply with CBC requirements and the City's building regulations; therefore, potential impacts related to liquefaction would be *less than significant*.

a.iv. Landslides typically occur in areas with steep slopes or in areas containing escarpments. Based on the Alquist-Priolo Earthquake Fault Zone Maps and the City's General Plan Safety Element, the project site is not located within a designated landslide hazard zone or area of steep slopes. According to the A9SP FEIR, the project site is relatively flat and is not located near slopes that would be susceptible to landslides; therefore, the potential for impacts related to landslides would be *less than significant*.

b. The underlying soil is Betteravia loamy sand, 0 to 2 percent slopes**.** This soil has been severely eroded through soil blowing, and the surface layer is only 6 to 24 inches thick. Permeability and surface runoff are very slow, and the hazard of soil blowing is high. The project would construct light industrial buildings and H-2A structures. Construction activities may result in wind driven and, to a lesser degree, water driven soil erosion. However, the project applicant would be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) in compliance with National Pollution Discharge Elimination System Permit (NPDES) issued by the Regional Water Quality Control Board. The SWPPP would incorporate Best Management Practices (BMPs) to ensure reduce soil erosion. As such, impacts would be reduced to *less than significant*.

c. The following analysis is based on the City's General Plan Safety Element and/or the Alquist-Priolo Earthquake Fault Zone Maps (DOC 2016):

Landslides: Landslides could potentially occur in areas slopes or in areas containing escarpments. The project site is not located within a designated landslide zone or within an area with steep slopes or shallow groundwater that indicate a potential for landslides to occur. The project site is relatively flat and is not located in the vicinity of slopes that would be susceptible to landslides; therefore, impacts related to landslides would be *less than significant*.

Lateral Spreading: The project site is not located within an area containing expansive soils, as provided in Geologic Hazards Map of the City General Plan. As discussed above, the project site is not located within an area susceptible to liquefaction, is within a low hazard area for ground-shaking events, is relatively flat, and is not located in the vicinity of slopes that would be susceptible to landslides; therefore, impacts related to lateral spreading would be *less than significant*.

Subsidence: The Santa Maria area has not had significant subsidence issues despite historical oil drilling in the area. Although subsidence could occur, it is perceived to be an insignificant risk due to the absence of reported incidences (City of Santa Maria 1995). Future development would be required to comply with the most recent CBC requirements, which would ensure protection of structures and occupants from seismic hazards; therefore, impacts related to subsidence would be *less than significant*.

Liquefaction or Collapse: The project site is not located within a designated liquefaction zone or within an area of shallow groundwater. The soil conditions present at the project site are not susceptible to liquefaction if substantial ground shaking were to occur; therefore, impacts related to liquefaction or collapse would be *less than significant.*

d. According to the Safety Element of the City's General Plan, the project site is not located within an area with expansive soils. The project site is underlain by Betteravia loamy sand, 0 to 2 percent slopes, which is characterized as having a low shrink-swell potential (NRCS 2019). All future developments would be required to comply with the most recent CBC requirements which would ensure protection of structures and occupants from geo-seismic hazards, such as expansive soils; therefore, impacts would be *less than significant*.

e. The project facilities would be served by new sewer lines and would not include septic tanks or alternative wastewater disposal systems. Therefore, *no impact* would occur.

f. The City's General Plan Safety Element identifies the project site as being underlain by Holocene age alluvium, a young substrate generally considered to have a very low potential to contain unique geologic or paleontological resources. Further, according to the A9SP FEIR, the potential for paleontological resources to exist was previously assessed and found no evidence of near-surface paleontological resources (Rincon Consultants, 2011). As such, the project would not result in the risk of encountering underlying formations that have a potential for paleontological resources. Therefore, potential impacts to a unique paleontological resource or site, or unique geologic feature would be *less than significant*.

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

8. GREENHOUSE GAS EMISSIONS

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

Setting:

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

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

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 MTCO2e 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).

The significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds or consistency with a regional GHG reduction plan (such as a Climate Action Plan). The SBCAPCD has developed a GHG threshold of 10,000 $MTCO_2e$/ year for stationary source projects, which includes equipment, processes, and operations that require an APCD permit to operate. However, this threshold does not apply to land development projects. As stated in the Section 3, Air Quality, neither the City nor SBCAPCD has developed or adopted GHG significance thresholds for mobile-source emissions projects, such as commercial retail developments.

Based on the Air Quality & Greenhouse Gas Impact Assessment prepared for the project, project-generated GHG emissions that would exceed the calculated efficiency threshold of 4.1 $MTCO_2e$/SP/year would be considered to have a potentially significant impact on the environment that could conflict with GHG-reduction planning efforts (AMBIENT 2021a). This efficiency threshold was based on SB 32 GHG emission reduction goals, which take into consideration the emission reduction strategies outlined in ARB's Scoping Plan (see Table 9). The efficiency threshold was calculated based on ARB's GHG emissions inventory identified in the 2017 Climate Change Scoping Plan Update. To be conservative, amortized construction generated GHG emissions were included in the annual operational GHG emissions estimates. The total GHG emissions target for the land use sectors applicable to the proposed project were then divided by the projected service population (SP) (i.e., sum of the population and employment in California) for future year 2030 conditions. 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 2017 Climate Change Scoping Plan, respectively (AMBIENT 2021a).

Table 9. Project-Level GHG Efficiency Threshold Calculation

	Year 2030
Land Use Sectors GHG Emissions Target (CO_2e) [1]	270,000,000
Population	42,263,654
Employment	23,459,500
Service Population (SP)	65,723,154
GHG Efficiency Threshold ($MTCO_2e$/SP/yr)	4.1

Notes: GHG = Greenhouse gas; CO23 = Carbon dioxide equivalent; SP = Service Population; MTCO2e = Metric tons of carbon dioxide equivalent; yr = year

[1]Based on ARB 2017 Climate Scoping Plan Update/SB 32 Scoping Plan Emissions Sector targets. Does not include the agriculture sector and cap-and-trade program.

Previous Program-Level Environmental Review:

The A9SP FEIR found that buildout of the A9SP area would result in emissions of GHGs that would exceed the reduction goals established by AB 32. This impact was determined to be significant and unavoidable. Other than the mitigation measures identified for air quality impacts, no specific GHG mitigation measures were identified.

Project Specific Impact Discussion:

a. Short-term emissions were quantified using the CalEEMod, version 2016.3.2, based on estimated acreages and building square footage for the proposed project. To be conservative, the SLOAPCD 25-year amortization period was utilized in this analysis. Long-term operational GHG emissions were calculated using the CalEEMod, version 2016.3.2. Two development scenarios were evaluated, Scenario 1 included concurrent operations of workforce housing and industrial uses;

Scenario 2 included concurrent operations of industrial uses and the conversion of workforce housing to industrial uses. Emissions modeling included quantification of emissions associated with area sources, energy use, and mobile sources. Trip-generation rates for the proposed land uses were derived from the trip-generation rates based on nation-wide survey data developed by the ITE and provided by Central Coast Transportation Consulting (CCTC 2021).

Estimated long-term increases in GHG emissions associated with the proposed project are summarized in Table 10. As depicted, operational GHG emissions for the proposed project, with the inclusion of amortized construction GHGs, would total approximately 6,084 $MTCO_2e$/year for Scenario 1, and 4,421 $MTCO_2e$/year for Scenario 2.

Table 10. Operational GHG Emissions

Emission Source	Emissions ($MTCO_2e$/Year)	
	Scenario 1	**Scenario 2**
Area	4.2	0.0
Energy	1198.5	1714.9
Mobile	4450.9	2074.2
Waste	216.6	339.2
Water	137.3	216.0
Total Operational Emissions:	6007.5	4344.2
Amortized Construction Emissions:	76.2	76.2
Total with Amortized Construction Emissions:	6,083.8	4,420.5
Service Population (SP):	4,221	1,352
$MTCO_2e$/SP:	1.4	3.3
GHG Efficiency Significance Threshold:	4.1	4.1
Exceeds Threshold?	No	No

Based on the modeling conducted an estimated total service population of 4,221 (i.e., 3,680 residents and 541 employees) for Scenario 1, and service population of 1,352 (i.e., 1,352 employees) for Scenario 2. Calculated GHG efficiency for the proposed project, without mitigation, would be 1.4 $MTCO_2e$/SP/yr for Scenario 1, and 3.3 $MTCO_2e$/SP/yr for Scenario 2. The GHG efficiencies for the proposed project would not exceed the threshold of 4.1 $MTCO_2e$/SP/yr for Scenario 1 and Scenario 2. It is also important to note that implementation of Mitigation Measures AQ-1 and AQ-2 include measures that would further reduce short-term construction and long-term operational emissions of GHGs. Therefore, greenhouse gas emissions generated from the project would not have a significant impact on the environment and potential impacts would be *less than significant.*

b. As shown in Table 8, operational GHG emissions attributable to the proposed project would be primarily associated with energy and mobile sources. Applicable GHG-reduction plans related to reducing operational GHG emissions include the SBCAG 2040 Regional Transportation Plan and Sustainable Communities Strategies (RTP and SCS) and the 2017 Climate Change Scoping Plan. The project's consistency with these plans is discussed in greater detail below.

SBCAG 2014 Regional Transportation Plan and Sustainable Communities Strategies

SBCAG's 2040 RTP and SCS provide land use and transportation strategies to reduce regional GHG emissions. The project's consistency with applicable goals and objectives from the 2040 RTP and SCS are discussed in Table 11, below.

Table 11. Project Consistency with SBCAG RTP and SCS Goals and Objectives

Goals	Objectives	Consistency
Environment: Foster patterns of growth, development and transportation that protect natural resources and lead to a healthy environment.	1. Reduce GHG emissions in compliance with ARB Regional Targets[1]	The project would reduce GHG emissions since the applicant would provide all necessary transportation, via busses, for residents of the housing complex, including transportation to and from the agricultural work sites and for private/recreational purposes. Furthermore, converting all or some of the 12 H-2A dormitories (i.e., workforce housing) to light industrial uses if and when the H-2A housing is no longer needed would result in fewer vehicle trips. Therefore, the project would be consistent with Objectives 1, 3, and 5 by reducing mobile source GHG emissions. The project includes a Class II bike lane along the project frontage. Therefore, the project would be consistent with Objective 4.
	3. Encourage affordable and workforce housing and mixed-use development within urban boundaries	
	4. Promote transit use and alternative transportation	
	5. Reduce vehicle miles traveled	
Mobility & 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.	2. Reduce congestion	The project would reduce congestion by utilizing buses to transport residences of the housing complex for work and private purposes. In addition, the buses would not utilize residential streets for transportation. Furthermore, the project includes a Class II bike lane along the project frontage. Therefore, the project would be consistent with Objectives 2 and 3.
	3. Increase bike, walk, and transit mode share	
Health & Safety: Improve public health and ensure the safety of the regional transportation system.	1. Reduce the frequency and severity of collisions on the transportation network	The project does not anticipate that residents of the housing complex would have private vehicles. Buses would be used to transport residences of the housing complex for work and private purposes. As a result, the project would reduce the frequency of collisions on the transportation network. Therefore, the project would be consistent with Objective 1.
A Prosperous Economy: Achieve economically	1. Reduce congestion	The project would reduce congestion by utilizing buses to transport residences of

efficient transportation patterns and promote regional prosperity and economic growth.		the housing complex for work and private purposes. In addition, the buses would not utilize residential streets for transportation. Therefore, the project would be consistent with Objective 1.

[1]SBCAG's current GHG reduction targets are zero percent per capita increase over 2005 levels for target year 2035.

Source: AMBIENT 2021a

As shown in Table 11, the project would not conflict with the GHG emission reduction goals of the SBCAG 2040 RTP and SCS.

ARB California's 2017 Climate Change Scoping Plan

As previously noted, ARB's 2017 Climate Change Scoping Plan reflects the new statewide GHG emissions reductions of 40 percent below 1990 emissions levels by 2030, as mandated by SB 32. A significant part of achieving the SB 32 goals are strategies to promote sustainable communities, such as the promotion of zero net energy buildings, and improved transportation choices that result in reducing VMT. Other measures include the increased use of low-carbon fuels and cleaner vehicles.

As discussed previously, the project would not meet the SB 32 targets if project generated emissions exceeded the calculated efficiency threshold of 4.1 $MTCO_2e$/SP/year (project-specific 2030 efficiency threshold). GHG emissions associated with the proposed project would not exceed the project-specific 2030 efficiency threshold and would not conflict with 2017 Climate Change Scoping Plan. In addition, based on the Traffic Impact Assessment prepared for the project, the project would result in an overall decrease in regional VMT (CCTC 2021). Therefore, based on consistency with the SBCAG RTP and SCS and California's Climate Change Scoping Plan, impacts associated with inconsistency with policies adopted for the purpose of reducing GHG emissions would be *less than significant*.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to greenhouse gas emissions; therefore, no mitigation is necessary.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		X		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?		X		
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

Setting:

The Hazardous Waste and Substances Site (Cortese) List is a planning tool used by the state, local agencies, and developers to comply with CEQA requirements related to the disclosure of information about the location of hazardous materials release sites. California Government Code Section 65962.5 requires the California EPA (CalEPA) to develop at least annually an updated Cortese List. Various state and local government agencies are required to track and document hazardous material release information for the Cortese List. The California Department of Toxic Substance Control (DTSC) EnviroStor database tracks DTSC cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination, such as federal superfund sites, state response sites, voluntary cleanup sites, school cleanup sites, school investigation sites, and military evaluation sites. The State Water Resources Control Board (SWRCB) GeoTracker database contains records for sites that impact, or have the potential to impact, water in California, such as Leaking Underground Storage Tank (LUST) sites, Department of Defense sites, and Cleanup Program Sites. The remaining data regarding facilities or sites that meet the Cortese List requirements are included on the CalEPA website: https://calepa.ca.gov/sitecleanup/corteselist/.

The project site and several surrounding properties are listed in databases comprising the Cortese List. Records obtained from the CCRWQCB indicate the 13 oils wells formerly located at the project site were abandoned under oversight of the County of Santa Barbara Environmental Health Services (CSBEHS). The case closure summary indicates that “Cal-GEM (DOGGR) will require more cover on Union-Lloyd #1 & Union-Vicente #10 before land use development beyond the current use for farming is allowed.”

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.

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.

The project site is not located within Airport Safety Zones as designated in the 1993 adopted Santa Barbara County ALUP. Based on the SBCAG MapGeo tool, the southwest corner of the project site is located within Safety Zone 4 and the remainder of the site is located within Safety Zone 6 as identified within the 2019 Draft ALUCP. The project is not located within an airport noise contour.

Previous Program-Level Environmental Review:

The A9SP FEIR determined that the A9SP would permit certain land uses that could result in the use, transport or creation of hazardous materials, which could place such materials in proximity to residences. In addition, future development within the A9SP area may be exposed to hazardous material contamination from past agricultural, industrial, and/or oil production activities. Due to the concentration of historic oil production facilities within and adjacent to the A9SP area, residual contamination may be present due to facilities that have not been properly abandoned or subsequent to remediation activities. The FEIR determined that these impacts are significant and unavoidable.

Project-Specific Impact Discussion:

a. The project proposes light industrial uses adjacent to areas that would allow residential uses under the proposed mixed-use area. These industrial uses have the potential to expose residences to hazardous materials and/or conditions. Light industrial uses are defined by the Santa Maria General Plan as "industrial uses which contain the process primarily within the building, do not generate negative environmental impacts and which are most compatible with adjacent non-industrial uses". Therefore, such uses are unlikely to handle hazardous materials or result in hazardous conditions. Furthermore, the Santa Maria Zoning Ordinance contains Industrial District standards that limit impacts from odors, particulate matter, liquid or solid waste release, fire and explosive hazards, radioactive materials or electrical disturbance, and assure compliance with air pollution regulations. The operation of industrial uses that would be allowed on the project site could result in the routine transport, use, or disposal of hazardous materials, in close proximity to residential uses. Any hazardous materials usage or transport would be subject to the federal, state and local regulations and policies. In addition, the Santa Maria Municipal Code requires any business that stores hazardous materials to provide either a hazardous materials inventory statement (HMIS) or a hazardous materials management plan (HMP) to the Fire Chief of the City and the County of Santa

Barbara. Additionally, the City of Santa Maria and the County of Santa Barbara EHS require a business plan in accordance with State regulations. The A9SP FEIR determined these impacts would be significant and unavoidable, even after implementation of mitigation requiring preparation of a Phase 1 Environmental Site Assessment (ESA). The proposed project would not exacerbate risks beyond those analyzed in the A9SP FEIR; therefore, impacts would be *less than significant with mitigation*.

b. A Phase 1 ESA was prepared for the project in compliance with A9SP FEIR Mitigation Measure HAZ-1(a)(1) (Haro 2020). The Phase 1 ESA determined that the project site and several surrounding properties are listed in databases searched by Environmental Data Resources Corporation, which include the databases comprising the Cortese List. Based on either the distance of nearby properties or the nature of the listings, these properties surrounding would not be expected to pose an environmental concern. The records search also indicated that 13 oil wells were formerly located on the project site. The CCRWQCB records show two former cleanup cases associated with the site (Unocal Vicente Lot #8 and Vicente Lease Wellheads), both of which have been closed to the satisfaction of the CCRWQCB.

Records obtained from the CCRWQCB indicate the 13 oils wells formerly located at the project site were abandoned under oversight of the County of Santa Barbara Environmental Health Services (CSBEHS). The case closure summary indicates that "Cal-GEM (DOGGR) will require more cover on Union-Lloyd #1 & Union-Vicente #10 before land use development beyond the current use for farming is allowed." Although the oil wells and sumps were closed by the CSBEHS, because no soil vapor data was located during preparation of this Phase 1 ESA; soil vapor studies are necessary prior to redevelopment to evaluate potential vapor intrusion concerns.

The Phase 1 ESA also noted that because agricultural production often includes chemical applications to soil, including the potential for hazardous concentrations of presently-banned agricultural chemicals, soils at the project site must be tested for chlorinated pesticides, herbicides and metals prior to development.

The Phase 1 ESA did not recommend a Phase 2 or Phase 3 ESA, therefore A9SP FEIR Mitigation Measure HAZ-1(a)(2) or HAZ-1(a)(3) do not apply. A9SP FEIR Mitigation Measure HAZ-1(a)(4) through HAZ-1(a)(6) are still applicable in addition to A9SP FEIR Mitigation Measures HAZ-2(a) and HAZ-2(b). In addition, Mitigation Measure HAZ-1 requires a soil analysis be prepared prior to issuance of construction permits to determine potential vapor intrusion and soil contamination impacts. Therefore, impacts would be *less than significant with mitigation.*

c. No schools are currently located within one quarter mile of the project site. The nearest school is Liberty Elementary, located at 1300 Sonya Lane, approximately 0.3 miles east of the A9SP boundary. Therefore, *no impacts* would occur.

d. See discussion under threshold b.

e. The A9SP area is located approximately 1.5 north of the end of the Santa Maria Airport's runway. At this distance, the building heights anticipated under the A9SP and City Zoning Ordinance requirements would not affect airport operations or create a safety hazard. Future commercial and industrial land uses, and park facilities within the open space area could result in large concentrations of people.

While the project site is not located within Airport Safety Zones as designated in the 1993 adopted Santa Barbara County ALUP, Lots 15-20 of the proposed project would be located within Safety Zone 4 and the remainder of the site would be located within Safety Zone 6 according to the 2019 Draft ALUCP. 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.

For land uses that are classified as conditionally compatible uses within the given safety zone, maximum intensity allowed for Safety Zone 4 is 100 people per acre and there is no maximum intensity allowed for Safety Zone 6. 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 4 is 70%, and maximum lot coverage for uses within Safety Zone 6 is 100%. The project meets these requirements as the H-2A housing would be located in Safety Zone 6, which does not include a maximum intensity. Specific industrial uses are not known at this time and are not be required to individual review by the ALUC for consistency. To ensure safety and compatibility, Mitigation Measure HAZ-2 has been identified. Therefore, impacts would be *less than significant with mitigation.*

f. The proposed site improvements for future development includes the creation of fire safety measures, including improved access roads. Project development has the potential to create temporary traffic controls to nearby residential streets but would not result in street closures that would block emergency access. Future development would be designed to comply with building and fire code regulations as well as City requirements for fire safety; therefore, potential impacts would be *less than significant*.

g. The project site is not within or adjacent to lands identified as being high severity for wildland fires. Future development of structures would be required to follow CBC and other design regulations for fire hazards. Therefore, impacts would be *less than significant.*

Mitigation Measure(s) incorporated into the project:

A9SP FEIR HAZ-1(a)(4) *(Note: this measure has been altered to reflect project specific requirements.)* **Sampling of Detained Water.** Once the detention basin is built and operational, the detained stormwater shall be tested for petroleum hydrocarbons, chlorinated pesticides, herbicides, and metal contaminants. If concentrations exceed EPA, ASTM, or Santa Barbara County Environmental Health exposure limits, then remediation shall occur, under the direction of the Santa Barbara County Fire Department. Testing shall occur during the rainy season after the first measurable rainfall.

A9SP FEIR HAZ-1(a)(5) **Disclosure.** Applicants for future development within the Specific Plan area shall disclose for distribution in the City's public records information acceptable to the City of Santa Maria concerning studies and remediation performed under this measure and where the results of these may be found.

A9SP FEIR HAZ-1(a)(6) **Stop Work Procedure.** If during construction, visual contamination or chemical odors are detected, work will be stopped immediately and the Santa Barbara County Fire Department Hazardous Materials Unit (HMU) will be contacted. Resumption of work will require the approval of HMU.

A9SP FEIR HAZ-2(a) **Minimization of Oil Facility Health Risks During Construction.** Implementation of the following actions shall satisfy the performance standard that the project will minimize health risks associated with oil facilities in accordance with Department of Conservation, California Geologic Energy Management Division (CalGEM) standards established by Public Resources Code 3106. Future applications for development within the Specific Plan area shall be coordinated with CalGEM to reduce potential impacts associated with known and unknown oil and gas wells, associated flow lines, storage tanks, oil and gas separators and/or any other equipment associated with oil production. The following actions shall be implemented to assure compliance with all CalGEM requirements to minimize human health risks:

- In the event that previously unknown oil or gas wells and/or associated equipment is discovered, CalGEM shall be contacted immediately to assess the equipment. Recommendations of CalGEM to address the discovered equipment shall be implemented.
- No work shall be performed on any oil or gas well or associated production equipment without written approval from CalGEM.
- The applicant shall submit a preliminary copy of the development site plan to CalGEM for review.
- All wells and associated oil production equipment within the project boundary shall be located and evaluated in accordance with CalGEM's Construction Site Plan Review and Well Review Programs.
- When contaminated soil is discovered either by the applicant or a CalGEM inspector, the phrase "Contaminated soil was found in proximity to the well" shall be included as a comment on the Construction-Site Plan Review.
- When contaminated soil is discovered after CalGEM has issued a Construction-Site Plan Review letter, a follow-up letter may be sent to the local permitting agency.
- If necessary, site plans shall be modified to avoid construction in the vicinity of wells or oil production equipment, and buildings should be sited to maintain adequate access to wells in compliance with CalGEM setbacks.
- If an unrecorded well is discovered during the construction process, CalGEM must be notified immediately. Plugging and abandonment or re-abandonment requirements will be determined at that time.
- Should proposed development involve the expansion of the footprint of an existing building, CalGEM shall be notified and will review the proposal to assure that adequate access to a well is provided.

A9SP FEIR HAZ-2(b) *(Note: this measure has been altered to update references from DOGGR to CalGEM.)* **Re-abandonment of Wells.** If any structure is to be placed near an idled, previously plugged, or abandoned oil or gas well, and avoidance of any idle or previously abandoned oil well is not possible, CalGEM shall be contacted to provide a determination as to whether the well needs to be abandoned or re-abandoned, and the surrounding area remediated in accordance with current regulations. All activities related to the abandonment or re-abandonment must be approved by CalGEM.

HAZ-1 **Soil Vapor Intrusion and Contamination Testing.** Prior to development, the applicant shall conduct soil sampling to test for vapor intrusion and chlorinated pesticides, herbicides and metals. A written report shall be prepared detailing the results, applicable regulations, recommendations, and cost projections if needed and delivered to the Santa Barbara County Fire Department for review. All recommendations of the report, including cleanup or remediation, shall be implemented prior to development.

HAZ-2 **ALUP Compliance.** Any proposed development within the project site shall comply with the safety standards and compatibility guidelines of the ALUP in effect at the time of application for construction permits.

10. HYDROLOGY AND WATER QUALITY

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

Setting:

The project site is located within the Santa Maria Watershed, one of the largest coastal drainage basins in California, and includes all areas tributary to the Cuyama, Siquoc, 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 State Water Project (SWP) water from the Central Coast Water Authority (CCWA) in 1997. The Santa Maria Valley Groundwater Basin is currently under a 2008 court-ordered stipulation that allows the City to derive its water supply from local groundwater, associated return flows from imported SWP water that may be recaptured in the basin, and a share of the yield of Twitchell Reservoir operations.

The stipulation divided the Santa Maria Valley Groundwater Basin into three management areas, the largest being the Santa Maria Valley Management Area (SMVMA), which overlies the city and the project site. Since the late 1960s, the basin has alternately experienced significant recharge (recovery) and decline, which, collectively, reflect a general long-term stability as groundwater levels in both aquifer zones have fluctuated between historical-low and near historical-high levels over alternating 5- to 15-year periods. Groundwater levels throughout the SMVMA have shown this trend, but with different ranges of fluctuation and groundwater levels have repeatedly recovered to near or above previous historical-high levels, most recently in 2002 (Luhdorff and Scalmaninin Consulting Engineers 2019).

The provisions of the 2008 court-ordered stipulation require that an annual assessment be prepared for the SMVMA. According to the 2019 Annual Report (Luhdorff and Scalmaninin Consulting Engineers 2019), the conditions in the SMVMA do not satisfy all the criteria delineated in the Stipulation for defining a sever water shortage as a result, it was concluded that there is no finding of severe water shortage conditions in the SMVMA in 2019.

In 2016, groundwater resource planning and data reporting requirements under the California Department of Water Resource (DWR) Sustainable Groundwater Management Program (SGMA) commenced. Since the SMVMA is part of an adjudicated basin, the DWR considers it already managed by the court and, thus, SGMA groundwater resource planning requirements do not apply (Luhdorff and Scalmaninin Consulting Engineers 2019).

The closest body of water to the project site is an unnamed drainage located approximately 0.8 mile south of the project site. Based on the Federal Emergency Management Agency (FEMA) FEMA Flood Insurance Rate Map, the project site is not located within a 100-year floodplain. Based on the DOC Santa Barbara County Tsunami Inundation Maps, the project site is not located within an area with the potential for tsunami inundation.

Program-Level Environmental Review:

The A9SP FEIR determined that compliance with federal, state, and local would reduce impacts related to construction sedimentation and erosion and operational runoff and discharges from commercial and industrial uses to less than significant; no impacts to groundwater were identified.

Project-Specific Impact Discussion:

a. The proposed project would require on-site grading, which could result in the erosion of onsite soils and sedimentation during heavy wind or rain events. However, the project would be required to implement a SWPP, which includes BMPs to control erosion and sedimentation into local surface water drainage. Additionally, the project would comply with the adopted standards contained within the City of Santa Maria's Municipal Code, Chapter 8-12 (Wastewater Collection, Treatment, and Disposal) Section 8-12A (Stormwater Runoff Pollution Prevention). The project includes the installation of 18"-30" storm drain piping beneath Sonya Lane, Carmen Lane, and E Street. Stormwater would flow to a new 9-acre stormwater retention basin that would be located on the western edge of the property adjacent to Lots 13-15. With implementation of the SWPPP and incorporation of the design provisions and permit review and approval procedures associated with the aforementioned municipal code sections, the project would not violate water quality standards and waste discharge requirements; therefore, impacts would be *less than significant*.

b. The City would provide water service to the project. The project would be connected to the City's existing water infrastructure and would not serve to impede sustainable groundwater management in the basin. The City of Santa Maria derives water from multiple supply sources including local groundwater, purchased water from the SWP, 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 demand and have an available water supply in excess through

2040, with the majority of the demand being met by imported SWP water. Because the project's water demand would be primarily served by surface water sources through the SWP, the project would not lead to a substantial depletion of groundwater supplies, and impacts would be *less than significant* (City of Santa Maria 2016).

c.i. The project proposes to construct light industrial buildings in an area that is relatively flat. The nearest water feature is an unnamed drainage located approximately 0.8 mile south of the project site. The project would be required to comply with all NPDES requirements and prepare a SWPPP that incorporate BMPs during construction. Water quality protection measures would include protection of stockpiles, slopes, all disturbed areas, and access roads, as well as perimeter containment measures. Do to the minor topographic relief of the project site, distance from the nearest water feature, and implementation of the water quality protection BMPs as part of the SWPPP, the project would result in *less than significant* impacts.

c.ii. The project would add impervious surfaces to the project site. Impervious surfaces include the light industrial buildings and the roadway extensions that would serve the site. As described above, the project includes the installation of 18"-30" storm drain piping beneath Sonya Lane, Carmen Lane, and E Street. Stormwater would flow to a new 9-acre stormwater retention basin that would be located on the western edge of the property adjacent to Lots 13-15. The drainage system would be designed to control the flow rate of on-site runoff so that it would not exceed predevelopment conditions and the drainage patterns of the area would remain unaltered. The stormwater retention basin would be designed to convey and infiltrate stormwater from a 95th percentile storm event. Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and impacts would be *less than significant*.

c.iii. See impacts c.ii, above.

c.iv. Based on the FEMA Flood Insurance Rate Map the project site is not located within a 100-year floodplain. As described above, the project would include the installation of a stormwater system that includes a stormwater retention basin designed to convey and infiltrate stormwater from a 95th percentile storm event. As such, the risk of onsite flooding is low, and the project would not impede or redirect flood flows. Therefore, impacts would be *less than significant*.

d. In 2016, the City of Santa Maria prepared a Hazard Mitigation Plan (an annex to the Santa Barbara County Operational Area Hazard Mitigation Plan) which describes specific hazard prevention measures and floodplain development requirements for projects that could be subject to flooding. Principally, the Santa Maria River levee, built by the U.S. Army Corp of Engineers, has been designed to protect the City from a 100-year flood event. The FEMA Flood Insurance Rate Map indicates that the project area is located entirely within Flood Zone X, an area of minimal flood hazard outside the 100-year flood zone (Panels 06083C0186F and 06053C0187F, effective 09/30/2005). Additionally, the City of Santa Maria's General Plan Safety Element does not show the project within the City's flood hazard area. Therefore, the project would not be located within a flood hazard zone or impede or redirect flood flows, and impacts would be *less than significant.*

Twitchell Dam is the closest potential source of dam inundation in the City of Santa Maria, located approximately 9 miles northeast of the project site. Twitchell Dam is not used for perennial water storage. The dam was constructed by the Bureau of Reclamation in 1958 and is primarily used for groundwater recharge and flood control. The City of Santa Maria's General Plan Safety Element does not show the project within the City's flood hazard or dam inundation area. The project would not be at a significant risk from flooding, including flooding as a result of the failure of a levee or dam; therefore, potential impacts from dam failure are *less than significant*.

e. As described above under the project setting, the SMVMA is part of an adjudicated basin, the DWR considers it already managed by the court and, thus, SGMA groundwater resource planning

requirements do not apply (Luhdorff and Scalmaninin Consulting Engineers 2019). Therefore, the project would have *less than significant impacts.*

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

11. LAND USE AND PLANNING

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

Setting:

The proposed project is currently located in the Light Industrial (LI), Commercial/Professional Office (CPO), and Heavy Commercial Manufacturing land use designations and corresponding PD/M-1 (Planned Development/Light Manufacturing), PD/CPO (Planned Development/Commercial Professional Office), and PD/CM (Planned Development/Commercial Manufacturing) zoning districts. The purpose of these land use designations is to accommodate industrial uses which contain processes primarily within a building, do not generate negative environmental impacts, and are mostly compatible with adjacent nonindustrial uses. The PD (Planned Development) overlay district is designed and intended to provide for the orderly development of land in conformance with the land use element and other elements of the General Plan.

The project site is primarily developed with row crops and several agricultural structures. To the north and east of the project site are intensive agricultural uses, zoned PD/CM AG (Planned Development/Commercial Manufacturing Agriculture) and PD/M-1 (Planned Development/Light Manufacturing) also subject to future development under the A9SP. To the east are residences in a PD/RSL-1 (Planned Development/Small Lot Single Family Residential) zone. To the south is industrial uses in a PD/CM (Planned Development/Light Manufacturing) and PD/C-2 (Planned Development/General Commercial) zones.

Impact Discussion:

a. The proposed project would not create, close, or impede any existing public or private roads, or create any other barriers to movement and accessibility within the community. Therefore, the project will have *no impact* on physically dividing the community.

b. The proposed project would be consistent with the A9SP, which was determined to be consistent with the City's General Plan; therefore, potential impacts would be *less than significant*.

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

12. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

Setting:

The California Surface Mining and Reclamation Act of 1975 (SMARA) requires that the State Geologist classify land into mineral resource zones (MRZ) according to the known or inferred mineral potential of the land (Public Resources Code Sections 2710–2796).

The three MRZs used in the SMARA classification-designation process in the San Luis Obispo-Santa Barbara Production-Consumption Region are defined below (California Geological Survey 2011a):

- **MRZ-1:** Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.
- **MRZ-2:** Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. This zone shall be applied to known mineral deposits or where well-developed lines of reasoning, based upon economic-geologic principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is high.
- **MRZ-3:** Areas containing known or inferred aggregate resources of undetermined significance.

The Santa Maria River channel is considered to be a valuable mineral resource. The River contains the largest resources of Portland Cement Concrete-grade aggregate and almost 90 percent of the available alluvial sand and gravel resources in the Santa Barbara-San Luis Obispo County region. The Santa Maria basin also supports extensive oil extraction activities. A majority of the active oil drilling and pumping operations occur in the unincorporated areas surrounding the City, with only a few active wells within City limits.

Program-Level Environmental Review:

The A9SP FEIR determined that implementation of the A9SP would not result in significant impacts to the mineral resources.

Project-Specific Impact Discussion:

a. According to Resources Management Element in the City's General Plan, the project site is not located within operational, existing, or abandoned oil facilities. The California Department of Conservation's CalGEM Well Finder confirms that there are no active oil wells within the project site or vicinity. The project is located in the MRZ-3 zone, areas containing known or inferred aggregate resources of undetermined significance. The project site is currently used for agricultural

production; no mineral extraction activities occur onsite. While the Santa Maria River channel is considered to be a valuable mineral resource for sand and rock, the project site is located over 4 miles south of the river. Based on its location, the project site would not be conducive for sand and rock mining or production. Therefore, impacts on mineral resources would be *less than significant*.

b. There are no known or mapped mineral resources in the project area and the likelihood of future mining of important resources within the project area is very low. Therefore, impacts would be *less than significant*.

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

13. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b. Generation of excessive groundborne vibration or groundborne noise levels?			X	
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

Setting:

Community noise levels are typically measured in terms of A-weighted decibels (dBA). A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Equivalent noise level (Leq) is the average noise level on an energy basis for a specific time period. The duration of noise and the time of day at which it occurs are important factors in determining the impact of noise on communities. The Community Noise Equivalent Level (CNEL) and Day-Night Average Level (Ldn) account for the time of day and duration of noise generation. These indices are time-weighted average values equal to the amount of acoustic energy equivalent to a time-varying sound over a 24-hour period. The Noise Element in the City's General Plan includes noise compatibility standards for noise exposure by land use. These include interior and exterior noise standards as shown in Table 5.

Table 12. 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 General Plan Noise Element, Table N-4

Table 13. City of Santa Maria Construction Noise Standards

Zones	Range of Intensities (dBA L_{eq})							
	Ambient Base		Fifteen Minutes		Five Minutes		One Minute	
	Day	Night	Day	Night	Day	Night	Day	Night
Residential	55	45	60	50	65	55	70	60
Commercial	65	60	70	65	75	70	80	75
Industrial	75	70	80	75	85	80	90	85

According to the A9SP FEIR, the primary source of noise in the A9SP area is motor vehicle traffic on adjacent roadways (Rincon Consultants, 2011). Intermittent noise from the Santa Maria Valley Railroad, which runs parallel to the northern boundary of the Plan area, also affects the Specific Plan area, although rail operations are not sufficient to create noise levels exceeding 60 dBA CNEL beyond the railroad right of way (City of Santa Maria, Noise Element, February 1989).

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, and libraries are most sensitive to noise exposure and therefore have more stringent noise exposure targets than manufacturing or agricultural uses that are not subject to impacts such as annoyance and sleep disturbance. Noise sensitive land uses within the project vicinity include a residential subdivision on the east side of A Street. This residential land use is located within 0.2 mile of the project site.

The City's General Plan Noise Element includes the following polices:

- **Objective N.1.a:** Protect and enhance the city's noise environment by simultaneously controlling noise at its source, along its transmission paths, and at the site of the ultimate receiver. First priority shall be given to residential areas to assure an environment free from excessive of damaging noise. Control of noise at its source shall be given priority over changes to residential structures or neighborhoods.
- **Policy N.2.a:** It is the policy of the City to protect noise sensitive land uses from the impacts of noise generating activities through attenuation or buffering, to "isolate" noise generating activities from the intrusion of noise sensitive uses, and guard against the deterioration of the situation where conflict presently exists.

In addition, the General Plan Noise Element includes the following implementation programs for Policy N.1 and Objective N.1.a that are applicable to the project:

- Discourage the intrusion of commercial and industrial traffic onto local residential streets through the site planning review process for new construction.
- Incorporate noise evaluation in the subdivision review process. Noise evaluation should include site design criteria, setbacks, roadway design, and the preservation of natural noise barriers.
- Limit the hours of construction activity in residential areas in order to reduce the intrusion of noise in the early morning and late evening hours, and on weekends and holidays.
- Ensure the placement of walls, the establishment of setbacks, and the utilization of green belts in areas occupied by commercial, industrial, and parking facilities when adjacent to residential neighborhoods.

In addition to the criteria for determining a significant impact contained in the CEQA Guidelines, the City uses the following criteria from the Santa Maria Environmental Procedures (Adopted November 6, 2001) in determining if an impact is significant:

- If the noise level standards contained in the Noise Element of the General Plan or Chapter 5 of Title 5 of the City's Municipal Code (Noise Ordinance) are exceeded as a result of the project and cannot be reduced to meet these standards through mitigation measures.

To document existing ambient noise levels in the project area, short-term ambient noise measurements were conducted on February 2, 2021, using a Larson Davis Laboratories, Type I, Model 820 integrating sound-level meter. The meter was calibrated before use and is certified to be in compliance with Acoustical National Standards Institute (ANSI) specifications. Based on the measurements conducted, daytime average-hourly noise levels in the project vicinity ranged from the mid-40s to low-60s (in dBA Leq). Ambient noise levels within the project area are predominantly influenced by vehicle traffic on area roadways and farm equipment operating in nearby agricultural areas (AMBIENT 2021c).

As with noise, vibration consists of amplitude and frequency. A person's perception of the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration can be measured in terms of acceleration, velocity, or displacement. Measurements in terms of velocity are expressed as peak particle velocity (ppv) with units of inches per second (in/sec). There are no federal, state, or local regulatory standards for groundborne vibration. However, the California Department of Transportation (Caltrans) has developed vibration criteria based on potential structural damage risks and human annoyance. The Caltrans threshold at which there is a risk to normal structures from continuous events is 0.3 in/sec ppv for older residential structures and 0.5 in/sec ppv for newer building construction. With regard to human perception, vibration levels would begin to become distinctly perceptible at levels of 0.04 in/sec ppv for continuous events. Continuous vibration levels are considered potentially annoying for people in buildings at levels of 0.2 in/sec ppv (AMBIENT 2021c).

Previous Program-Level Environmental Review:

The A9SP Final EIR determined that noise impacts related to buildout of the Specific Plan would be significant but mitigatable. Additionally, noise impacts associated with additional traffic volumes and commercial or industrial uses would also be less than significant with mitigation. Impacts associated with exposure of people to airport-related noise was found to be not significant.

Project-Specific Impact Discussion:

a. *Construction Noise Levels*

Construction noise typically occurs intermittently and varies depending upon the nature or phase (e.g., land clearing, grading, excavation, and erection) of the activity. Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. Short-term noise impacts associated with construction activities were analyzed based on typical construction equipment noise levels (see Table 14) and distances to the nearest noise-sensitive land usage.

Table 14. Typical Construction Equipment Noise Levels

Equipment	Typical Noise Level (dBA) at 50 Feet from Source	
	L_{max}	L_{eq}
Air Compressor	78	74
Backhoe	78	74
Concrete Mixer	79	75
Crane, Mobile	81	73
Dozer	82	78
Grader	85	81
Loader	79	71
Paver	77	74
Roller	80	73
Saw	90	83

dBA = A-weighted decibels; Lmax = Maximum sound level; Leq = Equivalent sound level
Source: AMBIENT 2021c

The City has adopted noise standards that apply to short-term construction activities (see Table 13). The nearest noise-sensitive receivers to the project site include industrial uses along Betteravia Road to the south and single-family residences across "A" Street to the east. Assuming an average-hourly construction noise level of 85 dBA L_{eq} at 50 feet and that construction activities were to occur at the nearest property boundary, predicted noise levels would be approximately 58 dBA L_{eq} at the nearest industrial use and approximately 57 dBA L_{eq} at the nearest residence (AMBIENT 2021c). Construction-generated noise levels would exceed the City's noise standards (refer to Table 13) at the nearest residential zone. With regard to residential land uses, activities occurring during the more noise-sensitive nighttime hours are of particular concern given the potential for sleep disruption and increased levels of annoyance for building occupants. Because noise levels at sensitive receptors due to new commercial and industrial operations could exceed the City noise standards, this is a potentially significant impact. The project would be subject to A9SP FEIR N-1, which requires equipping construction equipment with appropriate mufflers, orienting noise-generating activities away from sensitive receptor locations if possible, and use of noise attenuation blankets for any activities within 50 feet of residential uses, as applicable. In addition, new mitigation measure N-1 has been identified to restrict noise-generating construction activities to be limited to daytime hours and require full compliance with the City noise control ordinance requirements. Upon implementation of these measures, potential impacts associated with construction noise would be less than significant with mitigation.

Operational Noise Levels

Long-term, permanent increases in ambient noise levels would be primarily associated with potential increases in vehicle traffic on nearby roadways; as well as on-site activities. In comparison to existing traffic noise levels, the proposed project would result in a predicted increase in traffic noise levels of 0.2 to 1.4 dBA along nearby roadways (AMBIENT 2021c). In comparison to future cumulative traffic noise levels, the proposed project would result in a predicted increase in traffic noise levels of 0.2 to 1.3 dBA along nearby roadways (AMBIENT 2021c). Changes in ambient noise levels of approximately 3 dBA, or less, are typically not discernible to the human ear and would not be considered to result in a significant impact. Implementation of the proposed project would not result in substantial increases (i.e., 3 dBA or greater) in existing and future cumulative traffic noise levels along nearby roadways. In addition, proposed residential uses would not be located within a 60 dB or higher noise contour and predicted noise levels along nearby roadways are not projected to exceed the City's noise standards at noise sensitive land uses. Therefore, potential impacts associated with operational noise would be less than significant.

Based on the analysis provided above, potential impacts associated with a temporary or permanent increase in ambient noise levels in excess of established standards would be *less than significant with mitigation.*

b. Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction activities. Groundborne vibration levels associated with representative construction equipment likely to be required during project construction are summarized in Table 15. As depicted, construction-generated vibration levels would range from approximately 0.003 to 0.21 in/sec ppv at 25 feet. The highest vibration levels would be associated with the use of vibratory rollers.

Table 15. Representative Vibration Levels for Construction Equipment

Equipment	Vibration Level at 25 Feet (in/sec, ppv)
Vibratory Roller	0.21
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozers/Tractors	0.003

In/sec = inch per second; ppv = peak particle velocity
Source: AMBIENT 2021c

The nearest existing structures are agricultural land use structures (Windset Farms) located approximately 100 feet from the project site, industrial land use structures located approximately 1,150 feet from the project site, and residential land use structures located approximately 1,200 feet from the project site. As shown in Table 15, predicted construction vibration levels at nearby structures would not exceed the minimum recommended criteria for structural damage or human annoyance (0.5 and 0.2 in/sec ppv, respectively). Predicted groundborne vibration levels at the nearest off-site structures associated with construction activities would not exceed commonly applied thresholds for potential structural damage or human annoyance. Therefore, potential impacts would be *less than significant.*

c. The nearest airport is the Santa Maria Airport, which is located approximately 1.1 miles southeast of the project site. The proposed project is not located within the predicted noise contour zones of the airport. As a result, the proposed project would not subject on-site workers or patrons to potentially hazardous noise conditions associated with aircraft operations nor would implementation of the proposed project affect airport operations. Therefore, potential impacts would be *less than significant.*

Mitigation Measure(s) incorporated into the project:

A9SP FEIR N-1 **Construction Noise Attenuation**. For all demolition and construction activity within the Specific Plan area, additional noise attenuation techniques shall be employed as needed to assure that construction noise generated by development under the Specific plan remains within levels allowed by the City of Santa Maria noise standards. The following measures shall be incorporated into contract specifications to reduce the impact of construction noise.

- Equip each internal combustion engine used for any purpose on the job or related to the job with a muffler of a type recommended by the manufacturer. No internal combustion engine would be operated on the study area without

said muffler. All diesel equipment would be operated with closed engine doors and would be equipped with factory-recommended mufflers.

- Contractors shall:
    - Orient stationary construction equipment away from residences;
    - Install acoustic barriers around stationary construction noise source;
    - Notify residents within 300 feet of construction site 24 hours in advance of construction work; and,
    - Not allow construction equipment to idle when that equipment is not in use.
- Stationary construction equipment within 50 feet of adjacent residences shall use noise attenuating blankets that reduces noise transmission. The blankets shall remain in place until noise generating activities cease. The applicable contractor shall be responsible for maintenance of the blankets and ensure that the blankets remains intact throughout the duration of noise generating construction activities. This measure applies to construction on parcels adjacent to existing residential uses. These include APNs:
    - 117-820-022
    - 117-820-036
    - 117-820-037
    - 117-770-051
    - 117-770-001
    - 117-770-002
    - 117-320-008
- This measure also applies to construction activities within 50 feet of future residential uses that could be developed pursuant to the Specific Plan.

N-1 **Construction Generated Noise.** The following measures shall be implemented to reduce construction-generated noise levels:

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

b) Control noise at all construction sites through the provision of mufflers and the physical separation of machinery maintenance areas from adjacent residential and noise sensitive land uses.

c) Construction activities shall comply with the City of Santa Maria noise-control ordinance requirements, including obtaining a permit if deemed necessary.

14. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

Setting:

Over the last couple of decades, the City has experienced a consistent increase in population, largely due to a growing migrant workforce for nearby agriculture. The City is one of the fastest growing areas in Santa Barbara County. The City has developed a number of programs and policies to further encourage growth and development.

Program-Level Environmental Review:

The A9SP FEIR determined that buildout of the A9SP would not increase the existing City-wide population beyond the SBCAG's growth forecast for the City which projects a population of 119,400 in 2040. The Specific Plan's contribution to population growth was determined to be 6.8% of the projected 30-year growth. Such an increase in population was determined to be less than significant and consistent with long-term growth projections for the City.

Project-Specific Impact Discussion:

a. Phase 1 of the project proposed involves the construction of seasonal agricultural worker housing on 12 lots. It is anticipated that the housing structures would accommodate up to 3,680 seasonal workers. The additional worker housing would help to address the current critical housing supply shortages for seasonal agricultural workers. The agricultural worker housing would not generate a substantial number of new employment opportunities, as workers would likely fill existing agricultural jobs. As such, Phase 1 is not expected to induce substantial or unplanned population growth in the project area, and impacts would be *less than significant*.

Phase 2 of the project involves the construction of light industrial structures and the conversion of the seasonal worker housing developed as part of Phase 1 to light industrial uses. The development would be served by extensions of public utilities and roadways. The addition of light industrial land uses would likely create new jobs that could induce population growth. However, the impact of this population growth on housing supply has previously been evaluated as part of the A9SP FEIR, which found less than significant impacts (Rincon Consultants 2011). As such, development of Phase 2 is not expected to induce substantial or unplanned population growth in the project area, and impacts would be *less than significant*.

b. Phase 1 of the project would construct seasonal agricultural worker housing on 12 lots. The construction of agricultural worker housing would reduce seasonal agricultural worker demand for market housing. Phase 1 of the project would result in a net-benefit on the available supply of market housing, and would not displace existing people or housing. Impacts would be *less than significant.*

Phase 2 of the project involves the construction of light industrial structures and the conversion of the seasonal worker housing developed as part of Phase 1 to light industrial uses, if the need for seasonal worker housing fades. The addition of light industrial land uses would likely create new jobs that could induce population growth. However, the impact of this population growth on existing residents and housing has previously been evaluated as part of the A9SP FEIR, which found less than significant impacts. As such, development of Phase 2 would not displace people or housing, and impacts would be *less than significant*.

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

15. PUBLIC SERVICES

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

Setting:

Fire and police protection services are provided by the City of Santa Maria. The City is served by six fire stations, where all risk emergency services, as well as public education programs, fire prevention, and life safety measures are provided to the City's residents by the Fire Department. The City of Santa Maria Police Department provides law enforcement services for the City. Orcutt and the other unincorporated areas of the County are served by the Santa Barbara County Sheriff's Department. The Santa Maria-Bonita School District serves the City's elementary and junior high-schools, where the high-schools are served by the Santa Maria Joint Union High School District.

Previous Program-Level Environmental Review:

The A9SP FEIR determined that development facilitated by the A9SP would increase the demand for fire protection services, such that the Fire Department's average response time standard for first-in units of 5 minutes for emergency calls would not be met, and that new or expanded facilities would be needed to meet this standard response time. Potential impacts would be partially offset by the collection of AB 1600 Growth Mitigation Fees, but additional mitigation was identified to assure sufficient fire protection services to the plan area. Impacts to Law Enforcement services would be mitigated by payment of AB 1600 Growth Mitigation Fees. No other impacts to public services were identified.

Project-Specific Impact Discussion:

a.i. The City Fire Department would serve the project site. The nearest fire station is Fire Station #2, located at 416 Carmen Lane, approximately 1.2 miles east of the project site. The City established a response time goal of 5 minutes, 20 seconds for priority fires, a goal in which the Fire Department is not currently meeting on a consistent basis. The City's response time to a priority fire is currently within 7 minutes, 1 second 90 percent of the time.

Phase 1 of the project involves the construction of seasonal agricultural worker housing on 12 lots. It is anticipated that the housing structures would accommodate up to 3,680 seasonal workers. Phase 2 of the project involves construction of light industrial structures and the conversion of the seasonal worker housing developed as part of Phase 1 to light industrial uses. These land uses would increase the demand for fire protections services and increase response times. As such, the additional development associated with the project would further burden the City's response time capabilities.

The H-2A and light industrial buildings would be required to be outfitted with a fire suppression system and would be subject to the City and State Fire Safety and Building codes. However, as specified in A9SP FEIR, the City Fire Department has identified a need for an additional fire station (Rincon Consultants, 2011). However, the precise location of the new fire department has not been identified, so any evaluation of impacts associated with the future fire department would be speculative. Future applicants for development within the Specific Plan area would be required to contribute growth mitigation fees to partially offset fire protection services impacts. However, collection of these fees is unlikely to be adequate to fund the Southwest fire station, and additional fees would be necessary to provide for future maintenance of the station. As such, A9SP FEIR Mitigation Measure PS-1 would be implemented to reduce impacts on fire protection services to less *than significant with mitigation*.

a.ii. The City of Santa Maria Police Department would serve the project site, which is located approximately 1.5 miles away at 1111 West Betteravia Road. Phase 1 of the project involves the construction of seasonal agricultural worker housing on 12 lots. It is anticipated that the housing structures would accommodate up to 3,680 seasonal workers. Phase 2 of the project involves construction of light industrial structures and the conversion of the seasonal worker housing developed as part of Phase 1 to light industrial uses. These land uses would increase the demand for police protection services. As a result, and as specified in the A9SP FEIR (Rincon Consultants, 2011), the applicants would be required to contribute AB 1600 Growth Mitigation Fees to fund capital facilities for the Police Department, which would offset police protection services impacts. With the payment of developer impact fees, impacts would be *less than significant.*

a.iii. Phase 1 of the project involves the construction of seasonal agricultural worker housing on 12 lots. It is anticipated that the housing structures would accommodate up to 3,680 seasonal workers. The seasonal workers would have no effect on school enrollment. Phase 2 of the project involves construction of light industrial structures and the conversion of the seasonal worker housing developed as part of Phase 1 to light industrial uses. The addition of light industrial land uses would likely create new jobs that could induce population growth. Potential impacts on schools were

previously evaluated the A9SP FEIR (Rincon Consultants, 2011). The EIR found that payment of developer impact fees constitutes full and complete mitigation and would mitigate potentially significant impacts on schools to *less than significant*. As such, the project would result in *less than significant* impacts on schools with the payment of developer impact fees.

a.iv. The City's recreation system is comprised of several local parks and recreation facilities. The closest park to the project site is Minami Park, located approximately 1.2 miles west of the project site. Phase 1 of the project involves the construction of seasonal agricultural worker housing which would include outdoor recreation areas of the workers. Phase 2 of the project involves construction of light industrial structures and the conversion of the seasonal worker housing developed as part of Phase 1 to light industrial uses. These land uses would increase the City's population, which would increase the demand for parks. Potential impacts on City parks were previously analyzed in the A9SP FEIR (Rincon Consultants, 2011). As described therein, buildout of the A9SP area would include up to 6 acres of parkland to offset the increase in demand generated by the project. The A9SP requires that all projects join the Area 9 Special Benefit Zone to provide for maintenance of all public areas, including parkland. As a result, impacts on parks would be *less than significant.*

a.v. As discussed previously, the project would be subject to applicable fees to offset impacts on public facilities. Therefore, impacts on other public facilities would be *less than significant*.

Mitigation Measure(s) incorporated into the project:

A9SP FEIR PS-1 **Supplemental Financing Mechanism for Fire Protection.** Implementation of the following actions shall satisfy the performance standard that the project will provide for fire protection services that meet Fire Department response time standards. In addition to payment of the Growth Mitigation Fees in effect at the time building permits are issued, applicants for development in the Specific Plan area shall work with the City to establish a supplemental financing mechanism such as a development agreement or other financing program acceptable to the City, which provides sufficient funding to be paid to the City of Santa Maria. The financing mechanism shall be subject to review by the Community Development, City Attorney, and Finance Department. The financing mechanism shall be completed prior to issuance of Planned Development Permits, tract maps, grading permits and/or building permits, for the first project in the Specific Plan Area. The purpose of this supplemental funding mechanism shall be to offset the project's fair share of the added cost for operations and maintenance of a fully staffed fire station. The results of this supplemental funding mechanism shall apply to development over the entire Specific Plan; further negotiations for supplemental funding shall not be required as subsequent individual projects are processed.

16. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Setting:

The City of Santa Maria's recreation system is comprised of several local parks and recreational facilities, which are managed by the Department of Recreation and Parks. Minami Park is located approximately 1.2 miles east of the project site and provides amenities such as a playground, basketball courts, a sand volleyball court, softball field, lighted tennis courts, bocce ball, and a large open grass area.

Previous Program-Level Environmental Review:

The A9SP FEIR determined that because the A9SP would contribute 6 acres of parkland, and meet the City's standard of 3 acres of parkland per 1,000 residents, the project would mitigate it's increased demand on park facilities in the City and impacts would be less than significant.

Project-Specific Impact Discussion:

a. Phase 1 of the project involves the construction of seasonal agricultural worker housing on 12 lots. It is anticipated that the housing structures would accommodate up to 3,680 seasonal workers. Phase 2 of the project involves construction of light industrial structures and the conversion of the seasonal worker housing developed as part of Phase 1 to light industrial uses. These land uses would increase the City's population, which would increase the demand for parks. Potential impacts on City parks were previously analyzed in the A9SP FEIR (Rincon Consultants, 2011). As described therein, buildout of the Specific Plan area would include up to 6 acres of parkland to offset the increase in demand generated by the project. As a result, impacts on parks would be *less than significant.*

b. New parkland is provided as part of the A9SP and will be analyzed for adverse physical effects on the environment prior to City discretionary approval. However, the proposed project does not include the construction or expansion of recreational facilities. It should also be noted that although the Specific Plan proposes to utilize the onsite retention basins as open space, such open space areas would be periodically inundated during storms, and therefore are not considered to be developed parkland per City standards (Municipal Code Section 11-9.05 (g)(1)(G)). Potential environmental impacts associated with establishment of these proposed open space areas are discussed throughout the other sections of this document. As such *no impacts* would occur.

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

17. TRANSPORTATION

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

Setting:

The following information is based on the Transportation Impact Study prepared by Central Coast Transportation Consulting (CCTC) in February 2021.

Existing Circulation Network. The following roadways are located near and provide access to the project site:

- Betteravia Road is an east-west primary arterial in the study area with an interchange at US 101 to the east. There are four lanes east of A Street and two lanes west of A Street. There are proposed Class II bikeways east of Mahoney Road. There are intermittent sidewalks east of A Street. The posted speed limit is 45 miles per hour (mph) in the City and unposted in the County.

- E Street is a proposed north-south primary arterial. There are proposed Class I and II bikeways south of Betteravia Road.

- A Street is a north-south secondary arterial. There are four lanes south of Betteravia Road and two lanes north of Betteravia Road. Between Betteravia Road and Sonja Lane there is an existing path on the east side of the roadway. North of Carmen Lane there is a northbound Class II bike lane. Class II bike lanes are proposed from La Brea Avenue to Fairway Drive. The posted speed limit is 45 mph.

- Mahoney Road is an east-west, two-lane secondary arterial. There are no existing sidewalks. There are proposed Class I and II bikeways from Betteravia Road to Black Road.

- Carmen Lane is an east-west, two-lane collector road with sidewalks on both sides of the roadway in the study area. There are proposed Class II bikeways from A Street to Blosser Road.

- Sonya Lane is an east-west, two-lane collector road with sidewalks on both sides of the roadway. There are no existing or proposed bikeways in the study area.

Bicycle facilities in the project area consist of Class I and II bikeways. A Class I facilities provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized. A Class II bike lane provides a striped lane for one-way bicycle travel on the side of the street adjacent to vehicle traffic.

Santa Maria Area Transit (SMAT) operates transit service in the City of Santa Maria and in Orcutt. SMAT Route 4 travels between the northeastern area of the City and the Airport via the Santa Maria Transit Center with 30-minute weekday headways and 45-minute weekend headways. The closest stops to the project site are on Carmen Lane west of Blosser Road and on A Street south of Betteravia Road. SMAT Route 8 travels between McCoy Lane/Broadway and the Tanglewood community with seven roundtrips on weekdays and eight roundtrips on weekends. The closest stops to the project site are on A Street south of Betteravia Road and on Betteravia Road east of Blosser Road.

The Breeze Bus operates commuter services between Santa Maria, Vandenberg AFB, Lompoc, Los Alamos, Buellton, and 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 McCoy Lane east of Skyway Drive.

SBCAG manages the Clean Air Express bus service for commuters traveling between Northern Santa Barbara County and Goleta/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.

The City's Circulation Element supports the phased implementation of a light rail transportation system. The proposed corridor utilizes the Santa Maria Valley Railroad right-of-way both north and east of the project site.

Vehicle Miles Traveled. 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.

The City of Santa Maria had not adopted VMT thresholds at the time of preparation of the Traffic Impact Study for the project, so thresholds recommended by the Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA are applied below. OPR recommends numerical VMT thresholds for office, residential, and retail uses since these uses have the greatest influence on VMT. No specific guidance is provided for industrial uses, which by their nature tend to be less suited to compact infill development where more dense employment or residential uses more efficiently accomplish VMT reduction goals. OPR recommends a threshold of a net increase in total regional VMT for regional retail and redevelopment projects. If redevelopment projects increase total regional VMT the numerical thresholds for office or residential projects should be applied.

Previous Program-Level Environmental Review:

The A9SP FEIR was completed in 2011 and was based on a 2010 Traffic Impact Study (TIS). Due to this major roadway network change, combined with land use growth that has occurred over the past 10 years, and modified CEQA guidelines, an updated TIS was prepared for this project by Central Coast Transportation Consulting (CCTC) in February 2021. The A9SP FEIR mitigation measures related to Level of Service impacts will be implemented as project Conditions of Approval, as applicable, but will not be considered environmental impacts in this document, consistent with SB 743 guidelines.

Project-Specific Impact Discussion:

a. As noted above, LOS impacts are no longer considered environmental impacts pursuant to CEQA and SB 743. The TIS prepared for the project analyzes LOS impacts for consistency with the City's Circulation Element. Any LOS impacts would be addressed through project conditions of approval but are not considered environmental impacts and therefore are not discussed in this document.

Phase 1 and 2 of the proposed project is estimated to generate 3,258 net new vehicle trips per weekday, including 333 AM peak hour trips and 289 PM peak hour trips. The conversion of the Phase 1 land use to Phase 3 is expected to generate more daily trips and fewer AM and PM peak hour trips, as shown in Table 16, below.

Table 16. Project Trip Generation

Project Trip Generation								
		Daily	AM Peak Hour			PM Peak Hour		
Land Use	Size[1]	Total	In	Out	Total	In	Out	Total
Phase 1 Trip Generation								
Workforce Housing[2]	3680 Beds	1,390	91	92	183	70	69	139
Phase 2 Trip Generation								
Light Manufacturing/Industrial (M-1)[3]	375.396 KSF	1,868	122	28	150	32	118	150
Phase 3 Trip Generation								
Light Manufacturing/Industrial (M-1)[3]	337.956 KSF	1,769	109	26	135	28	107	135
Phase 1 Trip Generation		*-1,390*	*-91*	*-92*	*-183*	*-70*	*-69*	*-139*
Net New Trip Generation from Phase 3		379	18	-66	-48	-42	38	-4
Project Trip Generation (Phase 1 and 2 only)		**3,258**	**213**	**120**	**333**	**102**	**187**	**289**

1. KSF = Thousand Square Feet.

2. Assumed all residents transported on six 45 passenger busses and nine 20 passenger vans with 20-minute headways during the AM peak hour. PM peak hour trips based on ratio of peak hour generator/peak hour of adjacent street traffic for the Industrial Park land use. Daily trips assumed ten times PM peak hour trips.

3. ITE Land Use Code #130, Industrial Park. Fitted curve equation used for daily. Average rates used for AM and PM peak hours.

Source: ITE Trip Generation Manual, 10th Ed. and Trip Generation Handbook, 3rd Ed., 2017; CCTC, 2021.

The project proposes to construct the Sonja Lane extension from A Street to E Street and the E street extension along the property frontage. The project connections to both A Street and Betteravia Road are expected to operate acceptably under Existing and Cumulative (10-year) conditions with and without the project. The City's Circulation Element identifies the E Street extension as a primary arterial. City Standard RD-23 for industrial streets requires 104 to 118 feet of right-of way for primary arterials and 56 feet for local and collector roads. The applicant will be required to dedicated half of the E Street width, up to 59 feet.

The project would be generally consistent with the policies within the Circulation Element associated with provision of pedestrian and bicycle infrastructure to promote walkability and bicycle usage. Therefore, potential impacts associated with a conflict with a program, plan, or ordinance addressing the circulation system would be *less than significant.*

b. The SBCAG Travel Demand Model was used to develop VMT estimates with and without buildout of the industrial project assuming conversion of the dormitory uses into industrial space. The model includes land use inputs in both square feet and employees. The employees calculated for the project were based on the average number of employees per 1,000 square feet in the model for the City. The proposed project's effect on total regional VMT is summarized in Table 17.

Table 17. Regional VMT Summary

	No Project	With Project	Change
Santa Barbara County Employees	220,237	220,572	+335
Santa Barbara County VMT	9,525,614	9,521,817	-3,797

Source: CCTC 2021

The project would reduce total regional VMT by providing jobs in a predominantly residential area. This is a less than significant impact using OPR's redevelopment threshold.

The model results were processed to extract only the home-based work trips for the project TAZ and the full model area to define the regional average and threshold. The regional average results were calculated using the no project model run. Table 18 summarizes the home-based work VMT estimates with and without the project under baseline conditions.

Table 18. Home-Based VMT Estimates

	Region	Project
Home-Based Work (HBW) VMT	2,737,936	3,546
Employees	220,237	335
HBW VMT per Employee	12.43	10.59

Source: CCTC 2021

The project attracts 10.59 home-based work VMT per employee. This corresponds to 85 percent of the regional average (10.59/12.43=.85), the threshold for office projects. This is a less than significant impact using OPR's office threshold.

OPR notes that "a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT." In addition, the dormitory residents will be served by buses for trips to work, further reducing VMT when compared to typical affordable housing developments. The dormitory uses would have a less-than-significant impact on VMT.

Therefore, the project would result in a reduced regional VMT and impacts would be *less than significant*.

c. While it is legal to cross at all intersections unless posted, the Federal Highway Administration recommends, "that a minimum utilization of 20 pedestrian crossings per peak hour (or 15 or more elderly and/or child pedestrians) be confirmed at a location before placing a high priority on the installation of a marked crosswalk alone." If the hourly pedestrian volumes are 15 or greater at any location including A Street at Sonja Lane near a school, a crosswalk including supplemental signage and markings should be considered. Due to the posted speed of 45 miles per hour, flashing beacons may also be recommended. Mitigation Measure TC-1 requires a pedestrian study at the A Street and Sonja Lane intersection within six months of occupancy of each phase to determine if improvements are required. Impacts would be *less than significant with mitigation.*

d. The project has been designed to comply with the state and City fire codes to allow for adequate emergency vehicle access on-site. In addition, the project would be subject to review by the City Fire Marshal to ensure adequate emergency access and other infrastructure (e.g., fire hydrants, etc.) have been provided. Lane closures may be required along A Street to facilitate the tie-in of the new wastewater facilities to the sewer main, which could result in potentially significant transportation impacts. A traffic control plan is required, which would require at least one lane of travel to remain open at all times. Therefore, potential impacts related to inadequate emergency access would be *less than significant*.

Mitigation Measure(s) incorporated into the project:

TC-1 Pedestrian Study. The applicant shall provide a fund deposit to the Department of Public Works prior to occupancy of any structure. The deposit shall include a cash deposit to fund a pedestrian study within six months of occupancy of each phase of the project and the cost of improvements for crosswalk striping and supplement signage and markings. Alternatively, the applicant may elect to install crosswalk striping and supplement signage at the direction of the Public Works Director.

18. TRIBAL CULTURAL RESOURCES

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

Setting:

The City (the CEQA Lead Agency) provided notification to Native American tribes affiliated with the project area pursuant to AB 52. Letters were sent to the City's list of local tribes on August 10, 2020.

Previous Program-Level Environmental Review:

The A9SP FEIR did not discuss consultation conducted pursuant to SB 18. The A9SP FEIR was certified prior to the enactment of AB 52 and prior to Tribal Cultural Resources being included on the CEQA Checklist.

Project-Specific Impact Discussion:

a.i. The project site does not contain any known tribal cultural resources that have been listed, or are 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). Impacts would be *less than significant.*

a.ii. The Lead Agency has not identified any significant resource as defined in Public Resources Code section 5024.1, on the site. The City has notified California Native American tribes who have formally requested notification on CEQA projects under Assembly Bill 52 and received one response from the Santa Ynez Band of Chumash Indians.

As previously described under Section 5, *Cultural Resources*, the potential for existence of buried tribal cultural resource materials within the project site is considered low. Despite the low sensitivity, discovery of unknown subsurface tribal cultural resource is always a possibility. As such, A9SP FEIR Mitigation Measure CR-1 would be implemented to ensure avoidance of unknown tribal cultural resources.

Additionally, the Santa Ynez Band of Chumash Indians has requested through consultation that any monitoring resulting from implementation of A9SP FEIR Mitigation Measure CR-1 include a Native American representative from the Santa Ynez Band of Chumash Indians. Within implementation of Mitigation Measure TR-1, impacts would be *less than significant with mitigation.*

Mitigation Measure(s) incorporated into the project:

TR-1 **Tribal Monitoring.** All monitoring conducted pursuant to A9SP FEIR Mitigation Measure CR-1 shall include, at a minimum, a Native American representative from the Santa Ynez Band of Chumash Indians to monitor all initial earth moving activities within native soil on the project site. The retained archeologist may retain additional tribal monitors from other tribes, at their discretion.

19. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?		X		

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

Setting:

The City of Santa Maria 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 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 City's Water Resources Operation and Maintenance Section is responsible for supplying residents with potable water for domestic, industrial, and fire protection purposes. The City's Solid Waste Collection and Disposal Services consist of six distinct areas: refuse collection/residential, refuse collection/commercial, landfill disposal operations, street sweeping, recycling operations, and regulatory compliance. The Santa Maria Regional Landfill has a remaining capacity of 2,172,542 cubic yards as of March 2018 and is expected to reach capacity by 2027 (California Department of Resources Recycling and Recovery [CalRecycle] 2019).

Previous Program-Level Environmental Review:

The A9SP FEIR did not identify any potentially significant impacts related to utilities and did not identify any necessary mitigation measures.

Project-Specific Impact Discussion:

a. As described in Section 6, *Brief Description of the Project*, the project would construct water, wastewater, and stormwater facilities. These utilities would be installed beneath Sonya Lane, Carmen Lane, and E Street in conformance with the Specific Plan Sanitary Sewer Service Facility Plan and the Specific Plan Water Facilities Plan. Construction of these new utilities would occur within existing disturbed surfaces and could result in generation of air pollutants and noise impacts in proximity of sensitive receptors, as well as disturbance to cultural and biological resources.

However, identified mitigation measures for Air Quality, Biological Resources, Cultural Resources, Hazardous Materials, Noise, and Tribal Cultural Resources as detailed in the sections above would be implemented to reduce potentially significant impacts. Additionally, lane closures may be required along A Street to facilitate the tie-in of the new wastewater facilities to the sewer main, which could result in potentially significant transportation impacts. However, as described in Section 17, *Transportation*, a traffic control plan would be implemented, which would require at least one last of travel to remain open at all times. With implementation of above identified mitigation measures, impacts would be *less than significant with mitigation*.

b. The project would result in the addition of land uses that would increase the demand on water supplies. Potential impacts on the City's water supply were previously analyzed in the A9SP FEIR (Rincon Consultants, 2011). While full build out of the Specific Plan area would increase demand on the City's potable water supplies, the increase would be within projected available water supplies outlined in the City's 2015 Urban Water Management Plan through 2040. Therefore, because the A9SP FEIR analyzed a more intensive project development scenario than the proposed project and determined that adequate water supplies would be available to serve full build out of the Specific Plan area, the project would have *less than significant impacts* on water supplies.

c. The project includes the extension of sewer lines that connect to the City's existing 8" sewer main beneath A Street, or west to the existing South West Trunk sewer main, which is generally located along A Street. Project generated wastewater would be served by the Santa Maria Wastewater Treatment Plant (SMWTP). The SMWTP has a capacity of 13.5 million gallons per day.

As described in the A9SP FEIR, full build out of the Specific Plan area would generate approximately 0.95 million gallons of wastewater per day. The 2015 Urban Water Management Plan estimates wastewater treatment capacity and generated wastewater volume through 2040 based on projected population growth. Project induced population growth is consistent with the population projections assumed in the 2015 Urban Water Management Plan and, therefore, the volume of wastewater generated by the project is accounted for in the wastewater projections described in the plan. The plan estimates sufficient wastewater capacity through 2040 based. Therefore, SMWTP has sufficient capacity to serve the proposed project and implementation of the project would not require the construction of a new wastewater facilities to serve the project. Therefore, impacts would be *less than significant*.

d, e. The impact of solid waste in relation to state or local standards or in excess of available capacity of local infrastructure was previously analyzed in A9SP FEIR. As described therein, full build out of the Specific Plan area would generate approximately 78,125 tons of solid waste per year. Waste would be disposed of within the existing Santa Maria Landfill, which has a remaining capacity of approximately 2,172,542. The City has also initiated development of a new landfill—the Santa Maria Integrated Waste Management Facility (Los Flores Ranch Landfill; Facility No. 42-AA-0076), located in the Solomon Hills approximately 9 miles southeast of the City and 0.5 mile east of U.S. 101 in an unincorporated portion of Santa Barbara County. The new facility will have a design capacity of approximately 131 million cubic yards of waste with an estimated closure date of 2105. The permit for the new facility is consistent with the Santa Barbara County Integrated Waste Management Plan, which was approved by the CalRecycle on October 18, 2011, as well as the standards adopted by CalRecycle, pursuant to PRC 44010.

The project would rely on the City's solid waste collection services and facilities. Based on the existing and projected available capacity, the proposed development would not result in the need for new or expanded solid waste facilities. Therefore, the project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local solid waste facilities and would be in compliance with federal, state, and local solid waste reduction regulations. Therefore, impacts would be consistent with the A9SP FEIR and would be *less than significant*.

Mitigation Measure(s) incorporated into the project: Implement Mitigation Measures A9SP FEIR AQ-3(a), A9SP FEIR AQ-3(b), A9SP FEIR AQ-4, AQ-1 through AQ-5, A9SP FEIR BIO-4(a), A9SP FEIR BIO-4(b), A9SP FEIR BIO-6(c), A9SP FEIR BIO-6(d), A9SP FEIR CR-1, A9SP FEIR HAZ-1(a)(4), A9SP FEIR HAZ-1(a)(5), A9SP FEIR HAZ-1(a)(6), A9SP FEIR HAZ-2(a), A9SP FEIR HAZ-2(b), HAZ-1, and TR-1.

20. WILDFIRE

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

Setting:

Fire Hazard Severity Zones (FHSZ) are defined by the California Department of Forestry and Fire Protection (CALFIRE) based on the presence of fire-prone vegetation, climate, topography, assets at risk (e.g., high population centers), and a fire protection agency's ability to provide service to the area (CAL FIRE 2007). FHSZs are designated as "Very High," "High," or "Moderate." The City and project site is not located within a designated Very High, High, or moderate FHSZ. Wildland fires in the Santa Maria area are characterized as limited grassland and brush fires due to the absence of extensive tracts of mountainous, brush covered terrain. The project site is entirely disturbed and is currently under agricultural cultivation.

Previous Program-Level Environmental Review:

The A9SP FEIR did not identify any impacts related to fire hazard.

Project-Specific Impact Discussion:

a. The proposed project does not include any characteristics or features that would interfere with an adopted emergency response plan or emergency evacuation plan. The project would not result in the closure of any roads. All access and circulation routes to and from the project site would be developed in compliance with local and state safety regulations and all H-2A and light industrial structures would be required to comply with applicable California Fire and Building Code

requirements pertaining to emergency access; therefore, the project would not impact an adopted emergency response plan or evacuation plan.

b. The project site is currently used for agricultural activities and is surrounded by residential, light industrial, and agricultural activities. The site is relatively flat and lacks physical and biological features that would be conducive to wildland fire. The project site is not located within or adjacent to a designated FHSZ or a wildland area. Therefore, the project would not be exposed to risks from wildland fires and impacts would be *less than significant*.

c. The site is currently used for agricultural cultivation and is surrounded by light industrial, residential, and agricultural land uses. The project would require connections to existing utilities and the expansion of electrical and natural gas facilities. The construction of utility infrastructure would occur in previously disturbed areas (e.g., public rights-of-way) within an urban/developed environment, and would not exacerbate fire risk. Therefore, the project would cause *no impact*.

d. The project site is relatively flat and is not located within an area that has been identified as being potentially susceptible to seismically induced landslides, nor is the site within a flooding hazard zone. The proposed project would not expose people or structure to significant downstream flooding impacts as a result of runoff or drainage changes. Implementation of the project would not exacerbate the existing downslope or downstream flooding or landslides. Impacts would be *less than significant.*

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

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CONSULTATION AND DATA SOURCES

CONSULTATION SOURCES

City Departments Consulted

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

County Agencies/Departments Consulted

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

Special Districts Consulted

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

State/Federal Agencies Consulted

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

DATA SOURCES

General Plan

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

Other

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

MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		X		
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

1. As discussed in each resource section above, upon implementation of identified mitigation measures, the proposed project would not result in significant impacts to biological resources and would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal species. In addition, while sensitivity for archaeological resources on the project site is low, mitigation measures have been identified to avoid potential impacts associated with discovery of previously unknown archaeological resources. With implementation of these measures, the project would not eliminate important examples of major periods of California history or prehistory. Therefore, impacts would be *less than significant with mitigation incorporated.*

2. The State CEQA Guidelines define cumulative impacts as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts." State CEQA Guidelines Section 15355 further states that individual effects can be various changes related to a single project or the change involved in a number of other closely related past, present, and reasonably foreseeable future projects. The State CEQA Guidelines state that the discussion of cumulative impacts should reflect the severity of the impacts as well as the likelihood of their occurrence.

   The A9SP FEIR evaluated cumulative effects based on a summary of projections of long-range general plan buildout of both the City of Santa Maria and unincorporated portions of the Santa Maria Valley that may have some peripheral relationship to the City. The cumulative analysis included development that would occur under the Orcutt Community Plan and Santa Maria General Plan, which would result in an additional approximately 15,000 residential units and 19,000,000 square feet of non-residential uses including commercial, office, and industrial uses (Rincon

Consultants 2011). Similarly, project cumulative impacts were evaluated based on a cumulative development scenario that included buildout of the Santa Maria General Plan and Orcutt Community Plan, including buildout of Parcel 2 of the Area 9 Specific Plan Donati property. It is anticipated that future development will be proposed on the adjacent Parcel 2 where offsite roadway extensions and drainage features are currently proposed. This section evaluates the potential for cumulative impacts related to regional growth, as described above, as well as potential development on adjacent Parcel 2.

Aesthetics

The A9SP FEIR determined that while future development permitted under the Specific Plan would generally intensify the existing character of the Specific Plan area to a more urbanized condition, the Specific Plan's contribution to the general increased urbanization of the region's visual character would not be considerable. Due to the location of the Specific Plan area within the city urban boundary limit and required compliance with the City's design review requirements and mitigation measures identified in the A9SP FEIR, the Specific Plan was determined to not result in cumulatively considerable aesthetic impacts.

The project includes a specific plan amendment to allow for the establishment of farmworker housing and light industrial uses on-site. However, as described in the A9SP FEIR, the project site does not provide high quality views or contain designated scenic resources. Moreover, the industrial structures would be subject to screening and landscaping requirements set forth in Chapter 12-15 and 12-44 of the City's Municipal Code, respectively. In addition, the project would be subject to the City's development review process in accordance with existing General Plan policies wherein visual aesthetics of future development would be considered.

Air Quality

The A9SP FEIR evaluated the potential for cumulatively considerable impacts to air quality based on consistency of the Specific Plan with the SBCAPCD 2007 Clean Air Plan. According to the 2007 Clean Air Plan, projects that do not exceed SBCAPCD significance criteria and are consistent with the 2007 Clean Air Plan would have a less than significant cumulative impact on the airshed. However, as discussed in Section 3. Air Quality above, the Specific Plan was determined to be inconsistent with the population projections contained in the 2007 Clean Air Plan and development proposed under the Specific Plan would result in air pollutant emissions in exceedance of SBCAPCD significance criteria even with mitigation. Therefore, the A9SP FEIR determined that the Specific Plan would result in cumulatively considerable impacts relative to air quality.

As detailed in Section 3. Air Quality, above, under operational Scenario 1, the proposed project would have the potential to exceed the operational threshold of 25 pounds per day of NO_x from mobile sources even after implementation of identified mitigation measures. Consistent with the evaluation provided in the A9SP FEIR, this impact would be cumulatively considerable. The project would not result in a significant increase in air pollutant emissions beyond what was previously analyzed; therefore, the project would not result in any new or more severe impacts.

Other project impacts associated with air quality such as construction related emissions, exposure of sensitive receptors to substantial concentrations of air pollutants, and odors would be consistent with the level of impacts projected in the A9SP FEIR and would be less than cumulatively considerable.

Biological Resources

The A9SP FEIR evaluated potential cumulative impacts relative to biological resources through loss of foraging and breeding habitat for special status and common species, contribution to the decline of a special status species, fragmentation of habitat and isolation of populations, and

decreased movement opportunities. The A9SP FEIR determined that while the project would contribute to the conversion of natural habitats to urban land in the cumulative study area over time, it should be noted that the area was pre-zoned for urban uses and past decisions to convert agricultural and open space areas to urban uses have been approved with a statement of overriding consideration as well as preservation of open space areas immediately adjacent to the City's Urban Boundary Limit to mitigate the conversion of these lands. The open space areas adjacent to the Area 9 Specific Plan area would be preserved under the City's adopted "Greenbelt and Urban Buffer" resolution and the A9SP FEIR concluded that the Specific Plan's contribution to cumulative impacts would not be considerable.

As discussed in Section 4, Biological Resources, above, the project site does not currently support quality habitat for most regionally occurring special-status species and mitigation measures have been identified to avoid and minimize potential impacts to CRLF and/or other sensitive species that may occur on-site. No other potentially significant impacts were identified. Based on implementation of these mitigation measures, location of the project within the City's urban boundary limit, and preservation of the adjacent open space area under the City's Greenbelt and Urban Buffer resolution, the project would not result in any cumulatively considerable biological impacts.

Cultural and Tribal Cultural Resources

The A9SP FEIR stated that the development under the proposed Specific Plan in conjunction with buildout of the Orcutt Community Plan and Santa Maria General Plan has the potential to cumulatively impact cultural and historic resources if development occurs in archaeologically sensitive areas. However, the A9SP FEIR concluded that based on required compliance with existing General Plan policies and project mitigation requiring onsite monitoring and proper handling of any uncovered resources, the Specific Plan would not result in cumulatively considerable impacts associated with cultural resources.

As discussed in Section 18. Tribal Cultural Resources above, the A9SP FEIR was certified prior to the enactment of AB 52 and prior to Tribal Cultural Resources being included in Appendix G of the State CEQA Guidelines. AB 52 consultation has been completed for the proposed project and mitigation measures requiring Native American and archeologist monitoring of project soil disturbance activities have been identified. Other future development within the region would be subject to the requirements of SB 18 and/or AB 52, as well as City General Plan policies intended to protect cultural resources. With implementation of identified project mitigation and cumulative developments' required compliance with local and state policies, the project's potential impacts associated with cultural and tribal cultural resources would be less than cumulatively considerable.

Greenhouse Gas Emissions

By nature, evaluation of potential impacts resulting from greenhouse gas emissions are based on a cumulative scale. The A9SP FEIR found that buildout of the A9SP area would result in emissions of GHGs that would exceed the thresholds established by AB 32. This impact was determined to be significant and unavoidable. Other than the mitigation measures identified for air quality impacts, no specific GHG mitigation measures were identified.

Based on the Air Quality & Greenhouse Gas Impact Assessment prepared for the project, the project's contribution of GHG emissions would not exceed the levels required in order to be consistent with local, regional, and state GHG-reduction goals. Due to improved vehicle emissions standards, increased requirements for energy efficiency in the CBC, and overall design of the project, the project would result in an overall decrease in GHG emissions than what was previously analyzed in the A9SP FEIR. In addition, based on the project's location and proposed uses, the project would result in an overall decrease in regional VMT and associated GHG emissions (CCTC 2021). Therefore, project GHG impacts would be less than cumulatively considerable.

Hazards and Hazardous Materials

The A9SP FEIR determined that the future development of uses within the Specific Plan area would have the potential to create or expose people to hazards associated with the use, transport, or storage of hazardous materials, oil wells, and airport safety hazards in conjunction with cumulative development in the surrounding area. However, The A9SP FEIR concluded that because each project and associated mitigation measures would be regulated by federal, state, and local requirements and would be addressed on a case-by-case basis, the Specific Plan would not result in cumulatively considerable impacts related to hazard and hazardous materials.

Similar to the Approved Project, the proposed project would result in potentially significant impacts associated with the use, transport, and storage of hazardous materials, oil wells and airport safety hazards. Mitigation measures have been identified to reduce project-level impacts to less than significant through implementation of avoidance and reduction measures. Other development projects within the region would be subject to applicable local, regional, and state policies regarding hazards and hazardous materials and would be subject to review for consistency with these policies through CEQA and the permitting process. Therefore, based on identified mitigation and required compliance with applicable regulatory policies, the project would not result in any cumulatively considerable impacts associated with hazards or hazardous materials.

Noise

The A9SP FEIR accounted for noise impacts associated with cumulative development in the noise modeling conducted for the Specific Plan. The A9SP FEIR concluded that while development under the Specific Plan in conjunction with cumulative development would incrementally increase regional noise levels, all future development would be required to comply with the City's Noise Standards and with incorporation of identified mitigation, the Specific Plan would not result in cumulatively considerable noise impacts.

As discussed in Section 13. Noise, above, the project has the potential to result in potentially significant noise impacts associated with construction noise levels and proximate sensitive receptors. With implementation of mitigation measures identified in the A9SP FEIR and identified above, construction noise impacts would be reduced to a less than significant level. No potentially-significant operational noise impacts were identified. Similar to the previously analyzed A9SP, the project's operational noise production, in conjunction with other cumulative development, would result in an incremental increase in regional noise levels. All future cumulative development in the region would be subject to review for compliance with City Noise Standards, and all existing cumulative development would be subject to compliance with the City Noise Regulations as detailed in the Municipal Code. Based on the mitigation identified in Section 13. Noise above and the discretionary review and required compliance with City Noise Standards and Noise Regulations of cumulative development projects in the region, the project would not result in cumulatively considerable noise impacts.

Transportation

The A9SP FEIR included an assessment of cumulative and cumulative plus project impacts on surrounding roadways, intersections, and alternative transportation system facilities that would serve the A9SP. The cumulative transportation and circulation impact analysis was based on the proposed Specific Plan's contribution to potential cumulative impacts when combined with the buildout of the Santa Maria General Plan and the Orcutt Community Plan. The A9SP FEIR concluded that with implementation of the mitigation measures identified in the A9SP FEIR, project impacts would be less than cumulatively considerable.

As discussed in Section 17. Transportation above, the A9SP FEIR mitigation measures related to Level of Service impacts and would be implemented as project Conditions of Approval, as

applicable, but would not be considered environmental impacts in this document, consistent with SB 743 guidelines. Based on the analysis provided in Section 17 above, the project would not result in any other potentially cumulatively considerable impacts associated with transportation.

Other Resource Areas

Based on the project's less-than-significant impacts and the discretionary review of all surrounding reasonably foreseeable future cumulative development projects, the project's potential impacts associated with the following issue areas would be less than cumulatively considerable:

- Energy;
- Geology and Soils;
- Hydrology and Water Quality;
- Land Use Planning;
- Mineral Resources;
- Population and Housing;
- Public Services
- Recreation;
- Utilities and Service Systems; and
- Wildfire.

3. Environmental impacts that may have an adverse effect on human beings, either directly or indirectly, are analyzed in each environmental resource section above. Mitigation measures have been identified in in the resource sections above would reduce potential adverse effects on human beings to less than significant, including impacts associated with air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, public services, and tribal cultural resources; therefore, impacts would be *less than significant with mitigation.*

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS

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

DETERMINATION

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

_____ Finds that the proposed project is a Class ___ **CATEGORICAL EXEMPTION** and no further environmental review is required.

_____ Finds that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

X
_____ Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

_____ Finds that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

_____ Finds that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to acceptable standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An **ENVIRONMENTAL IMPACT REPORT (EIR)/SUBSEQUENT EIR/SUPPLEMENTAL EIR/ADDENDUM** is required, but it must analyze only the effects that remain to be addressed.

_____ Finds that although the proposed project could have a significant effect on the environment, because all significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to acceptable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Frank Albro
Environmental Analyst

5.20.21
Date

Chuen Ng
Environmental Officer

5/20/21
Date

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