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

SEASIDE PACKAGING WAREHOUSE AND DISTRIBUTION FACILITY CONDITIONAL USE PERMIT PROJECT (U2021-0002)

1300 Block of La Brea Avenue (APN 117-240-034)

PROJECT SUMMARY

Project Description	A Conditional Use Permit (U2021-0002) to construct a 40,854 square-foot packaging warehouse and distribution facility on a 6.18-acre site in a M-2 (General Manufacturing) district.
Location	1300 block of La Brea Avenue
Assessor's Parcel No.	117-240-034
General Plan Designation	General Industrial (GI)
Zoning	General Manufacturing (M-2)
Size of Site	6.18 acres
Present Use	Vacant land
Proposed Uses	Warehouse and distribution facility
Access	Three proposed driveways along La Brea Avenue
Surrounding Uses/Zoning	
North	Truck Dealership/M-2
South	Planned Residential Development/Single Family Small Lot Residential (PD/RSL-1)
East	Trucking/M-2
West	Drainage Basin/Open Space (OS)
Parking	46 spaces required, 49 spaces proposed
Setbacks	Front – 20’ required, 52’ proposed Rear/Sides – None required, 63’ rear and 91’/330’ sides proposed
Height	40’ maximum, 37’-3” proposed

Building Coverage	40,040 sq. ft. or 21%
Landscape Area	15% required (40,410.15 sq. ft.), 12% provided (32, 805 sq. ft.)
Storm Water Retardation	Two bio retention basins totaling 9,371 sq. ft.
Fencing	Existing: 6' chain link fence on rear and sides Proposed: 6' tubular steel fence and rolling gate at front
Related files/Actions	N/A
Applicant/Agent/Owner	Billy Owczarski, Suzanne Winslow, Auxin Holdings, LLC.
Procedure	Planning Commission adopt the Negative Declaration for the CUP

GENERAL AREA DESCRIPTION:

The project site is located in the southeast quadrant of the City and is bounded by West Stowell Road to the north, La Brea Avenue to the south, A Street to the west and South Blosser Road to the east. A mix of industrial, residential and agricultural development has occurred adjacent to the project area.

ENVIRONMENTAL SETTING:

The project is located within the City of Santa Maria in Santa Barbara County, approximately two miles west of US Highway 101. The topography in the project area is flat with no significant features within the project site or surrounding area. An abandoned capped oil well exists at the site The project is characterized as a vacant industrial designated site proposed to be developed as a warehouse and distribution facility. The project area is adjacent to industrial development to the north and east, with undeveloped land to the west, and residential development to the south.

PROJECT DESCRIPTION:

The Seaside Packaging Warehouse & Distribution Facility CUP Project (project) is a request to the City of Santa Maria (City) by Seaside Packaging, Inc. to construct a 40, 854 square-foot packaging warehouse and distribution facility on a 6.18-acre site in a M-2 (General Manufacturing) district located in the western portion of the City. The project site includes one vacant parcel on La Brea Avenue at APN 117-240-034. The operation includes receiving and storing pallets of boxes from other manufacturers, no products are processed at the site. Freight trucks arrive at the site daily to deliver the farm product packaging boxes. Farm trucks arrive at various times daily to load the empty farm product packaging boxes. The farm trucks return to the fields to pack the boxes which are distributed from fields to off-site locations. The farmers return to the project site as needed to pick up new empty boxes.

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. Potentially significant adverse environmental impacts were identified in the area of Air Quality, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials and Tribal Cultural Resources.

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

IMPACT SUMMARY TABLE

	Proposed Project
Size of Site	6.18 acres
Size of Buildings	40,854 square feet
Water Demand (1)	0.69 acre-feet per year
Sewage Generation (1)	50 gallons per day
Average Daily Trips (2)	71
P.M. Peak Trips (2)	8
<u>Unmitigated</u> Long Term Emissions: (3) Reactive Hydrocarbons Nitrogen Oxides	 1 pound/day <1 pound/day

(1) Information provided by project applicant.
(2) Traffic source – usually a traffic study or the ITE manual.
(3) URBEMIS 2002 Model.

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.

Air Quality

During construction short term air quality impacts commonly occur. The Santa Barbara County Air Pollution Control District (SBCAPCD) has yet to establish a threshold for construction emissions. The construction phase of the project would emit Ozone precursors nitrogen oxides (NOx), reactive organic compounds (ROC) and carbon monoxide (CO) from the use of construction equipment. Additionally, ground disturbing activity including grading and excavation would emit fugitive dust (PM10) particles.

Dust mitigation measures are required for the construction activities because Santa Barbara County violates the state standard for PM10. Mitigation has been identified to require implementation of fugitive dust control measures as well as diesel exhaust control measures during construction activities associated with future development onsite.

During the long term operational phase of the project air quality impacts would not result in exceedance of the thresholds recommended by SBCAPCD after mitigation is incorporated. This was determined based on estimated emissions calculated via the California Emissions Estimator Model, which assumed that the project would result in a reduction of regional vehicle miles travelled (VMT). Additionally, mitigation requiring implementation of usage of 100% renewable energy and a provision of EV charging stations on-site must be implemented.

AQ-1 Fugitive Dust Control Measures. The following standard SBCAPCD fugitive dust control measures would be required for project implementation:

a. During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and from exceeding SBCAPCD's limit of 20 percent opacity for greater than three minutes in any 30-minute period. 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 shall be required whenever the wind speed exceeds 15 miles per hour (mph). Reclaimed water shall be used whenever possible. However, reclaimed water shall not be used in or around crops for human consumption.

b. The amount of disturbed area shall be minimized.

c. On-site vehicle speeds shall be no greater than 15 mph when traveling on unpaved surfaces.

d. A track-out prevention device shall be installed and operated where vehicles enter and exit.

unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel washing systems.

e. If stockpiling of material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation.

f. After clearing, grading, earth moving or excavation is completed, the disturbed area shall be treated by watering, or using roll-compaction, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All driveways and sidewalks to be paved/surfaced shall be completed as soon as possible.

g. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance.

h. The project applicant shall comply with SBCAPCD Rule 345: Control of Fugitive Dust from construction and Demolition Activities, including all applicable standards and measures therein.

AQ-2 100% Renewable Energy. Prior to issuance of building permits, the Applicant shall provide evidence to the City Community Development Department that all buildings to be located on-site would be serviced by Central Coast Community Energy (3CE), if 3CE (or any other clean energy provider) is an available electricity service provider in the city, and that 100% renewable energy is to be utilized for the operation of the project over its lifetime. The project shall be fully electric and not utilize natural gas connections.

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

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

Charging stations shall be located in desirable and convenient locations so as to encourage use. These details shall be shown on building plans for any future development proposed on-site.

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

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

b. On-road heavy-duty equipment with model year 2010 engines or newer shall be used to the maximum extent feasible.

c. Diesel-powered equipment shall be replaced by electric equipment whenever feasible.

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

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

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

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

h. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

i. Construction worker trips shall be minimized by encouraging carpooling and by providing for lunch on-site.

j. Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.

k. Proposed truck routes should minimize to the extent feasible impacts to residential communities and sensitive receptors.

l. Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

Cultural Resources

According to the City Resource Management Element, the project site is designated as Archaeological Sensitivity Area 3 – Negligible Sensitivity. Nevertheless, ground disturbance associated with future construction activities have the potential to result in inadvertent disturbance of previously unknown, buried archeological deposits. Impacts are conservatively considered to be potentially significant. Implementation of Mitigation Measure CR-1 would ensure potential impacts are avoided and/or minimized. Based on the location and low sensitivity of the project area, future development of the project site would not be expected to disturb buried human remains. In the event of an accidental discovery or recognition of any human remains associated with future development of the project site, California Health and Safety Code Section 7050.5 stipulates that no further disturbances shall occur until the County of Santa Barbara (County) Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and PRC Section 5097.98. With adherence to California Health and Safety Code Section 7050.5, which stipulates the process to be followed when human remains are encountered, as detailed in Mitigation Measure CR-2, impacts related to the disturbance of archaeological resources and human remains would be reduced to less than significant.

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

Any previously unidentified resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) 523 Series forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist. Potentially significant cultural resources consist of, but are not limited to, stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features, including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan, in conjunction with locally affiliated Native American representative(s) as necessary, that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report, and file it with the Central Coast Information Center (CCIC), located at the University of California, Santa Barbara, and provide for the permanent curation of the recovered materials.

CR-2 Inadvertent Discovery of Human Remains. In the event that human remains are exposed during subsurface earthwork activities associated with future development of the project site, an immediate halt work order shall be issued, and the City Community Development Department shall be notified. California Health and Safety Code Section 7050.5 requires that no further disturbance of the site or any nearby area reasonably

suspected to overlie adjacent human remains shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. These protocols shall be detailed on project grading and construction plans for all future development on-site.

Greenhouse Gas Emissions

Construction of the proposed project would generate temporary GHG emissions primarily as a result of operation of construction equipment on-site as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials and soil export. Diesel exhaust control measures for construction equipment shall be required to mitigate potential impacts from short term emissions related to construction.

Operation of the proposed project would generate GHG emissions associated with area sources (e.g. landscape maintenance) as well as wastewater and solid waste generation. The project's energy usage (including that used for the electric forklifts) would be supplied solely by renewable energy sources and therefore would not generate GHG emissions. In addition, the proposed project would be occupied by an existing business that currently operates in Santa Maria; therefore, vehicle trips associated with the project would not generate net new emissions. Mitigation requiring implementation of usage of 100% renewable energy and a provision of EV charging shall be required to mitigate potential impacts for the long term emissions related to operation of the project.

AQ-2 100% Renewable Energy. Prior to issuance of building permits, the Applicant shall provide evidence to the City Community Development Department that all buildings to be located on-site would be serviced by Central Coast Community Energy (3CE), if 3CE (or any other clean energy provider) is an available electricity service provider in the city, and that 100% renewable energy is to be utilized for the operation of the project over its lifetime. The project shall be fully electric and not utilize natural gas connections.

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

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

Charging stations shall be located in desirable and convenient locations so as to encourage use. These details shall be shown on building plans for any future development proposed on-site.

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

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

b. On-road heavy-duty equipment with model year 2010 engines or newer shall be used to the maximum extent feasible.

c. Diesel-powered equipment shall be replaced by electric equipment whenever feasible.

d. Equipment/vehicles using alternative fuels, such as compressed natural gas, should be used on-site, where feasible.

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

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

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

h. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

i. Construction worker trips shall be minimized by encouraging carpooling and by providing for lunch on-site.

j. Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.

k. Proposed truck routes should minimize to the extent feasible impacts to residential communities and sensitive receptors.

l. Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

Hazards and Hazardous Materials

The project site does contain a plugged oil well as identified on the Department of Conservation's Well Finder (CalGem GIS). The Department of Conservation, California Geologic Energy Management Division (CalGEM) regulations prohibit construction of enclosed structures directly over the oil well in the event of leaking or substandard abandonment of the well which would require future re-abandonment. A Phase I Environmental Site Assessment has been provided by the applicant. The recommendation in the Phase I Environmental Site Assessment is to excavate and survey the plugged oil well casing to ensure that future buildings are not constructed within 10 feet of the plugged oil well. Additionally, mitigation shall be required to minimize oil facility health risks during construction in accordance with CalGem standards.

HAZ-1 Disclosure. The applicant 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. This information shall be provided to the City prior to issuance of a building permit for grading or construction activities.

HAZ-2 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.

HAZ-3 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. The applicant shall coordinate 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 prior to issuance of a building permit for grading or construction activities to assure compliance with all CalGEM requirements to minimize human health risks:

a. 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. At minimum CalGEM shall be notified regarding the oil well identified on the CalGEM GIS website.

b. No work shall be performed on any oil or gas well or associated production equipment without written approval from CalGEM.

c. The applicant shall submit a preliminary copy of the development site plan to CalGEM for review.

d. 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.

e. 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.

f. 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.

g. The 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. A 10' no build easement shall be recorded as an easement on the site.

h. 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.

HAZ-4 Re-abandonment of Wells. Prior to issuance of building permits for grading and/or construction activities, CalGEM shall be contacted to provide a determination as to whether the existing well needs to be re-abandoned, and the surrounding area remediated in accordance with current regulations.

Tribal Cultural Resources

The City has notified California Native American tribes who have formally requested notification on CEQA projects under Assembly Bill 52. This notification affords California Native American tribes the opportunity for consultation pursuant to Public Resources Code § 21080.3.1. The City was not contacted by any of the notified California Native American tribes after notification from the City. However the City has added a mitigation measure for a "discovery clause" whereby work would cease and the Tribe would be notified if a tribal cultural resource was inadvertently discovered during ground-disturbing activities.

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

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

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 Seaside Packaging Warehouse and Distribution Facility project based upon information contained in U2021-0002.

PREPARED BY:

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

Cody Graybehl, Environmental Analyst — 12/21/21 Date

Chuen Ng, Environmental Officer — 12/21/21 Date

CITY OF SANTA MARIA
Environmental Checklist/Initial Study
Seaside Packaging Warehouse and Distribution Facility
Conditional Use Permit Project (U2021-0002)

1. **Project Title & Location**

   Seaside Packaging Warehouse and Distribution Facility Conditional Use Permit (CUP)
   Vacant parcel on the 1300 Block of La Brea Avenue
   Santa Maria, CA 93458
   Assessor's Parcel Number: 117-240-034 (6.18 acres)

2. **Lead Agency, Contact and Preparer**

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

3. **Project Sponsor's Name and Address**

   Billy Owczarski
   Seaside Packaging, Inc.
   1450 East Wooley Road
   Oxnard, CA 93003

4. **General Plan Designation**

   General Industrial (GI)

5. **Zoning Designation**

   General Manufacturing (M-2)

6. **Brief Description of Project**

   The Seaside Packaging Warehouse and Distribution Facility CUP project (Project) is a request to the City of Santa Maria (City) by Seaside Packaging, Inc. to construct a 40,854-square-foot packaging warehouse & distribution facility on a 6.18-acre site in a M-2 (General Manufacturing) district located in the western portion of the city (Figure 1). The project site includes one vacant parcel on La Brea Avenue at APN 117-240-034.

The operation includes receiving and storing pallets of boxes from other manufacturers, no products are processed at the site. Freight trucks arrive at the site daily to deliver the farm product packaging boxes. Farm trucks arrive at various times daily to load the empty farm product packaging boxes. The farm trucks return to the fields to pack the boxes which are distributed from fields to off-site locations. The farmers return to the project site as needed to pick up new empty boxes.

7. Surrounding Land Uses

The project site is a vacant parcel. Surrounding land uses, general plan designations, and zoning designations are summarized in Table 1 below.

Direction	Land Use	General Plan Land Use Designation	Zoning Designation
North	Truck Dealership	GI	M-2
South	Residential	Low Medium Density Residential (LMDR-8)	PD/RSL-1
East	Trucking	GI	M-2
West	Drainage Basin	Conservation Open Space (COS)	Open Space (OS)

8. Other Public Agencies Whose Approval Is Required

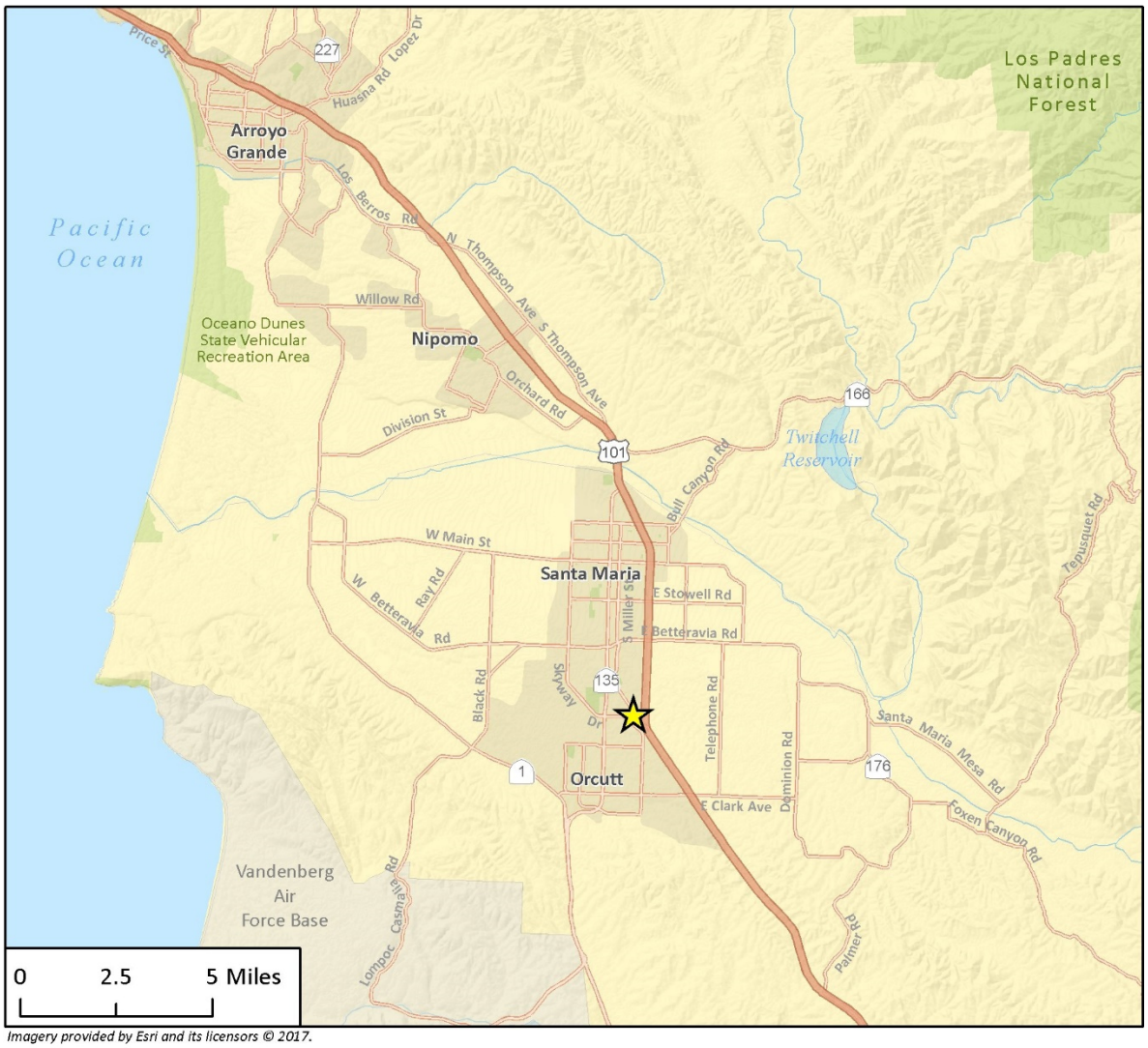
None

9. California Native American Tribes Consultation

The city has notified California Native American tribes who have formally requested notification on CEQA projects under Assembly Bill 52, and pursuant to Public Resources Code section 21080.3.1. This notification affords California Native American tribes the opportunity for consultation pursuant to Public Resources Code § 21080.3.1. The city received no responses to the notification with a request for additional information on the project.

A mitigation measure has been included in Section 18 – Tribal Cultural Resources, to address the potential for the project to impact previously unidentified tribal cultural resources that may be located at the sites. This measure requires consultation with local Native American(s) in the event that a resource of Native American origin is identified during grading and construction activities, and the preparation of a mitigation plan if it is determined that the resource is a tribal cultural resource.

Figure 1 – Project Vicinity Map



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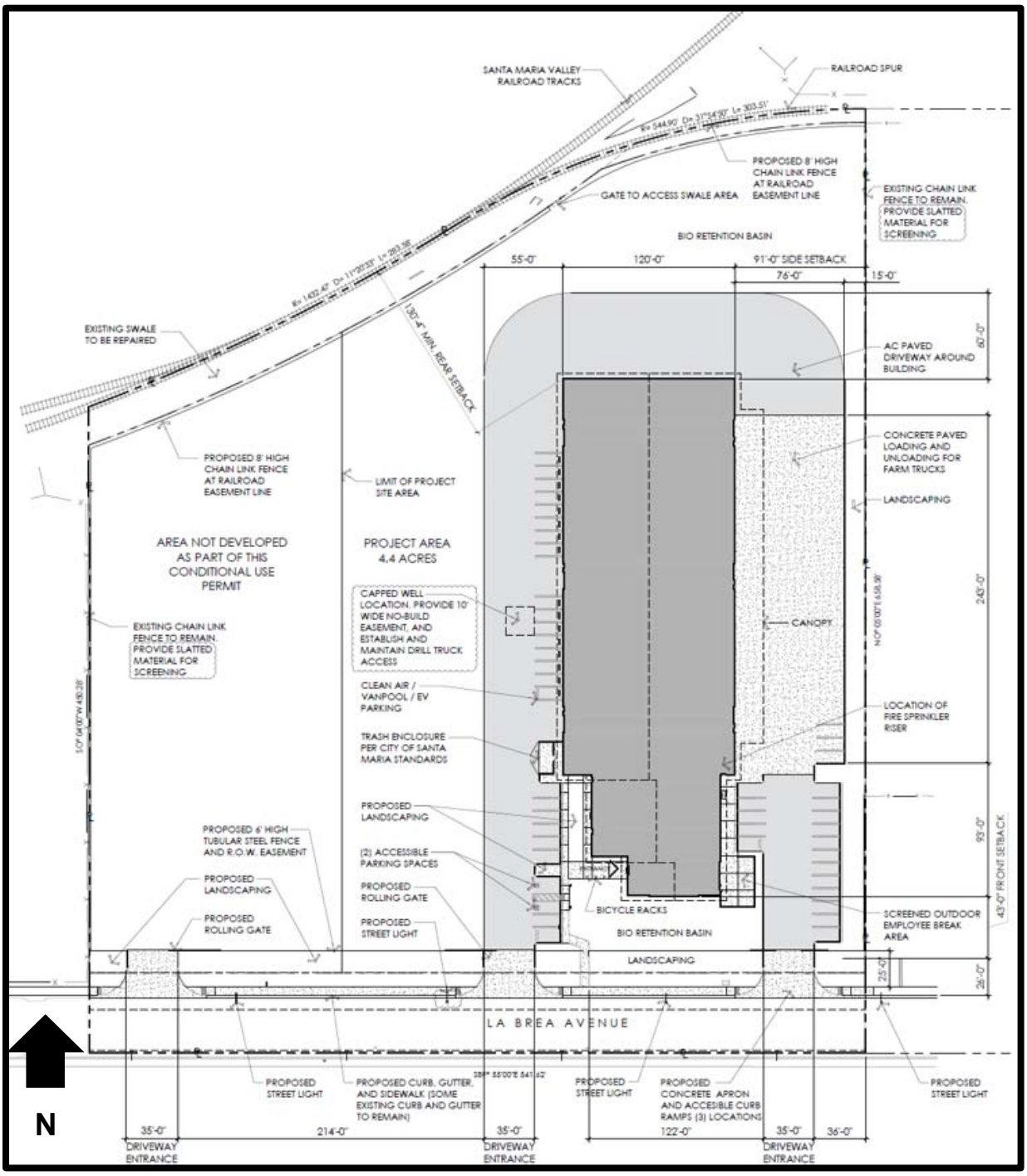
Project Location

N

Fig 1 Regional Location_vec

Figure 2 – Project Location Map

Figure 3 – Project Site Plan



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 City of Santa Maria, which is within Santa Barbra County. The proposal would be located on an existing vacant parcel on La Brea Avenue. The vacant parcel is within the City's M-2 zoning district which permits warehousing and distribution activity. There are no significant features or scenic resources located within the project areas or within the immediate vicinity of the site. The project site is a flat space that primarily contains seasonally cut grasses.

Impact Discussion:

a. The project site is located on a vacant parcel surrounded by residential and industrial development to the south and east as well as open space and railroad tracks to the west and north. According to the City's Resources Management Element of the General Plan, there are no designated unique or important scenic vistas in the project area. However, scenic corridors along railroad rights-of-way have been identified in the Resources Management Element of the General Plan. The corresponding General Plan Land Use Designation of OS includes preservation of scenic corridors along railroad rights-of-way. While the project site is adjacent to railroad tracks, it is zoned M-2 and has a General Plan Land Use Designation of GI. Therefore, the project site is not meant to preserve any scenic corridor related to the adjacent railroad tracks... No impact to scenic vistas would occur.

b. The projects site is not located adjacent to or near state scenic highways. The project site is approximately 1.40 miles from Highway 101 and is approximately 1.12 miles from State Route 166. The City's General Plan states that both Highway 101 and State Route 166 are eligible but have not been officially designated as a State or local scenic highway. The project would not require the removal or damaging of trees, rock outcroppings, or historic buildings within a state scenic highway. The only resource that would be removed to construct the warehouse and distribution facility would be existing grasses. No trees or rock outcroppings would be removed or damaged by the project. Therefore, no impact to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway would occur.

c. The project site is located on a vacant parcel that is within the M-2 zone district in an urbanized area. The City's Municipal Code contains performance standards that address glare and light spillage. Consideration of the orientation of lighting and the intensity of lighting has been reviewed. Additionally, staff has reviewed an illumination summary provided in the Plan Set (see Attachment 1) which demonstrates that the lights, when in use, will be focused onto the project site and are of an appropriate intensity and complies with City's performance standards. The architecture and landscaping of the proposed project would be compatible with the existing industrial projects already built along La Brea Avenue. Therefore, conflicts with applicable zoning and other regulations governing scenic quality would be less than significant.

d. The project would establish new lighting that would create a new source of light or glare upon nighttime views. The potential impacts of the proposed lighting have been analyzed through an illumination summary provided on the project plans (see Attachment 1) which depicts the intensity of lighting throughout the project site, as well as in the immediate vicinity of the project site. The project site is surrounded by industrial and residential development with existing street, building and parking lot lighting that already impacts nighttime views. The illumination summary concluded that the new lighting would not create adverse physical effects on the areas within the immediate vicinity of the surrounding development because the lighting would meet the City's performance standards. Specifically, the new lighting would direct illumination toward the proposed warehouse and parking lot which reduces light spillage at the areas surrounding the project sites. Staff would condition the project to require that the proposed lighting meet the City's performance standards, and review the lighting proposed during the building permit plan check process to ensure that the shielding measures are adequate and comply with the recommendations in the illumination summary. Therefore, the impacts related to the creation of a new source of substantial light or glare which would adversely affect day or nighttime views in the area would be less than significant.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant environment impacts to aesthetic resources. Therefore, no mitigation measures are required.

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**

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

Setting: The Santa Maria Valley possesses the soil and climatic conditions suitable for vegetable crops (i.e., broccoli, cauliflower and lettuce) and field crops (i.e., barley and corn) often yielding three to four crops per year. Strawberries are also grown in abundance. The City of Santa Maria's urban forest is comprised primarily of introduced native and drought-tolerant plant materials. The project site is located on an existing vacant parcel on La Brea Avenue and is a flat space that primarily contains seasonally cut grasses.

Impact Discussion:

a. The project would construct a warehouse and distribution facility on a site that is currently vacant and is not currently being utilized for agricultural activity. The Resources Management Element of the City's General Plan designates the project site as Class I and Class II prime soils area. The proposed project is located in an existing urban area developed by industrial and residential uses. The project would not convert any land from an agricultural use to a non-agricultural use. Additionally, after reviewing the California Department of Conservation's (DOC) California Important Farmland Finder which lists Prime Farmland, Unique Farmland and Farmland of Statewide Importance, the project site does not contain any of these types of land. Therefore, no impacts resulting from the conversion of any land identified as Prime, Unique or Farmland of Statewide Importance to non-agricultural use would occur.

b. The project site is a vacant parcel not zoned for agricultural uses and is not currently being used for agricultural purposes. No Williamson Act contract exists at the project site. Therefore, no impact or conflict with existing zoning for agricultural use, or a Williamson Act contract would occur.

c. The project site is a vacant parcel zoned for industrial use and does not contain land zoned for 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)). The proposed project would not conflict with forest land or timberland zoning, nor does it propose a zone change that would convert existing forest or timberland zoning. Therefore, no impact would occur.

d. The project site is a vacant parcel that contains seasonally cut grasses and does not contain forest land as identified in the City's General Plan Resources Management Element which includes areas of the City's Urban Forest and Landscaping. Therefore, no impact or loss of forest land or conversion of forest land to non-forest use would occur.

e. The project site is a vacant parcel zoned for industrial use and is not zoned for or developed with agriculture or forest related uses. This project would not lead to changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland or Forest land to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impacts would occur.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant environment impacts related to agriculture and forest resources. Therefore, no mitigation measures are required.

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 within the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura counties. Two types of temperature inversions (warmer air on top of cooler air) are created in the area: subsidence and radiational. Both types of inversions limit the dispersal of air pollutants within the regional air shed, with the more stable the air (low wind speeds, uniform temperatures), the lower the amount of pollutant dispersion.

Air Quality Regulation

The U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) have each established ambient air quality standards for certain "criteria" pollutants under the Federal and State Clean Air Acts (NAAQS & CAAQS) respectively. These standards are meant to control and reduce certain air pollutants. Federal standards have been established for seven pollutants: carbon monoxide, lead, nitrogen dioxide, ozone, respirable particulate matter less than 10 microns in diameter (PM10), fine particulate matter less than 2.5 microns in diameter (PM2.5), and sulfur dioxide. California has standards

for the seven pollutants listed above as well as four additional pollutants including: sulfates, hydrogen sulfide, vinyl chloride (chloroethene), and visibility reducing particles. According to the most recently available data from the Santa Barbara County Air Pollution Control District (SBCAPCD), Santa Barbara County is designated nonattainment for the PM10 (CAAQS). In addition, in February 2021, CARB took action at a public hearing to change Santa Barbara County's designation from attainment to nonattainment for Ozone (CAAQS), and this action is expected to be finalized later in 2021. Therefore, for the purposes of this analysis, it is assumed that Santa Barbara County is also designated nonattainment for the Ozone (CAAQS). Santa Barbara County is designated attainment or unclassified for all other criteria pollutants listed under Federal and State Clean Air Act (SBCAPCD 2021).

Air Quality/Greenhouse Gas Study

Rincon Consultants has provided a technical study (see Attachment 2) which analyzes the potential air quality and greenhouse gas (GHG) emissions impacts related to both temporary construction activity and long-term operation of the project. Below is an impact discussion which draws from the results of the study.

Impact Discussion:

a. The SBCAPCD Guidelines (2017) state that a project is consistent with the Clean Air Plan if its direct and indirect emissions have been accounted for in the Clean Air Plan's emissions forecast assumptions and if it would incorporate the standard fugitive dust control measures recommended by SBCAPCD during construction activities. The 2019 Ozone Plan's direct and indirect emissions inventory for the County as a whole is reliant on population projections provided by the Santa Barbara County Association of Governments (SBCAG). The SBCAG generates population projections based on local General Plans. In this case, SBCAG utilized population projections contained in the City of Santa Maria's General Plan, which are based on existing and anticipated land uses in the city. The project would not result in new residential uses because it is an industrial development and would not require a zoning change that would result in additional employment opportunities beyond those anticipated for the site by the General Plan. Therefore, the project would not directly or indirectly contribute to an unplanned increase in population and would be consistent with the population projections on which the emissions forecast of the 2019 Ozone Plan is based. Furthermore, in accordance with standard practices in the City, the following standard SBCAPCD fugitive dust control measures would be required mitigation for project implementation. Therefore, the proposed project would be consistent with the applicable air quality plan, and impacts would be less than significant with mitigation incorporated.

b. The discussion below considers the emissions generated from construction of the proposed project, operation of the project, and the cumulative emissions generated from the proposed project and the adjacent uses along La Brea Avenue.

Construction

Construction activities would generate temporary air pollutant emissions associated with fugitive dust (PM10 and PM2.5), exhaust emissions from heavy construction vehicles, and reactive organic compounds (ROC) that would be released during the drying phase after application of architectural coatings. Figure 4 summarizes emissions that would be generated by construction of the project. As shown therein, construction emissions generated would not exceed the SBCAPCD threshold of 25 tons per year for ROC or nitrogen oxides (NOx). To address non-attainment in the area of PM10 construction related emissions related to grading activities are required. Specifically, fugitive dust control measures and diesel exhaust control measures are incorporated as mitigation. Therefore, the impacts generated form construction would be less than significant with mitigation incorporated.

Figure 4 - Estimated Annual Construction Emissions

	Annual Emissions (tons per year)					
Construction Year	**ROC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
2022	1	2	2	<1	<1	<1
Maximum Annual Emissions	1	2	2	**<1**	**<1**	**<1**
SBCAPCD Thresholds	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	No	No	N/A	N/A	N/A	N/A

ROC = reactive organic compounds, NO_x = nitrogen oxides, CO = carbon monoxide, SO_2 = sulfur dioxide, PM_{10} = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results, which account for compliance with regulations (including SBCAPCD Rules 345, 323.1,and 329) and project design features.

Operational

Project operations would generate net new long-term air pollutant emissions associated with landscaping activities. The applicant is proposing to use 100% renewable energy over the lifetime of the project, to remove emissions from energy usage related to the operational activity. The air quality emissions modeling requires this assumption to meet SBCAPCD thresholds. Figure 5 below summarizes the project's mitigated operational emissions. Additionally, the proposal would be providing electric vehicle charging stations for employees and customers. Therefore, impacts would be less than significant with mitigation incorporated.

Figure 5 - Estimated Average Daily Operational Emissions

	Average Daily Emissions (pounds per day)					
Emissions Source	**ROC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Total	**1**	**<1**	**<1**	**0**	**<1**	**<1**
Threshold (all sources)	240	240	N/A	N/A	80	N/A
Threshold Exceeded?	No	No	N/A	N/A	No	N/A
Threshold (mobile only)	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	No	No	N/A	N/A	N/A	N/A

ROC = reactive organic compounds, NO_x = nitrogen oxides, CO = carbon monoxide, SO_2 = sulfur dioxide, PM_{10} = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; lbs/day = pounds per day

Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results, which account for compliance with regulations (including SBCAPCD Rule 323.1) and project design features. Emissions presented are the highest of the winter and summer modeled emissions.

Cumulative

Santa Barbara County is designated non-attainment for PM10 (CAAQS), and as a result, there is an existing significant cumulative air quality issue related to this pollutant. Based on SBCAPCD thresholds, a project would have a significant cumulative impact if it is inconsistent with the applicable adopted federal and state air quality plans (in this case, the 2019 Ozone Plan). With the implementation of mitigation measures addressing short-term construction impacts, and long-term operational impacts, criteria pollutants resulting from the project will comply with SBCAPCD thresholds and the project will be consistent with the 2019 Ozone Plan. Therefore, the project would not result in a cumulatively considerable contribution to air quality impacts related to criteria air pollutant emissions. The impacts would be less than significant with mitigation incorporated.

c. The closest sensitive receptors are single-family residences approximately 70-feet south of the project site. The SBCAPCD states that localized air quality impacts to sensitive receptors typically result from Toxic Air Contaminants (TACs) per SBCAPCD 2017 Guidelines. The proposed project's construction and operational impacts related to each of these pollutants is detailed below as well as a cumulative impacts discussion from the proposed project and the other industrial uses adjacent to the project site.

Construction

Construction-related activities would result in short-term, project-generated emissions of Diesel Particulate Matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation grading building construction, and other construction activities. DPM was identified as a TAC by the California Air Resources Control Board (CARB) in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2021a). Per SBCAPCD, a health risk assessment is not required for short-term construction projects (SBCAPCD 2017). Instead, the project's TAC impacts from construction are discussed qualitatively.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately two years. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time.

According to the California Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period (assumed to be the approximate time that a person spends in a household). OEHHA recommends this risk be bracketed with 9-year and 70-year exposure periods. Health risk assessments should be limited to the period/duration of activities associated with the project. The maximum PM2.5 emissions, which is used to represent DPM emissions for this analysis, would occur during site preparation activities. While site preparation emissions represent the worst-case condition, such activities would only occur for approximately two months, which is less than two percent, 0.6 and 0.2 percent of the typical health risk calculation period of 9 years, 30 years, and 70 years, respectively. PM2.5 emissions would decrease for the remaining construction period because construction activities such as building construction and paving would require less construction equipment.

Therefore, given the short duration of exposure, DPM generated by project construction is not expected to create conditions where the probability that the Maximally Exposed Individual would contract cancer is greater than 10 in one million or to generate ground-level concentrations of noncarcinogenic TACs that exceed a Hazard Index greater than one in one million for the Maximally Exposed Individual. Therefore, construction impacts to sensitive receptors would be less than significant.

Operational

The project is an industrial development that would generate new diesel-fueled truck trips in the area as well as on-site idling, which would be a potential source of TAC emissions, specifically DPM exhaust emissions. The nearest sensitive receptors are approximately 70 feet south of the project site. CARB's Air Quality and Land Use Handbook (2005) recommends siting sensitive receptors more than 1,000 feet away from distribution centers that generate more than 100 diesel-fueled truck trips per day and more than 40 trips by trucks with transport refrigeration units (TRU). Based on project-specific operational characteristics, there would be 71 average daily trips, approximately 12 of which would be truck trips that would potentially be powered by diesel fuel and none of which would have TRUs. Therefore, this level of truck traffic would not exceed CARB's recommended thresholds of 100 diesel-fuel truck trips per day and 40 TRU truck trips per day. In addition, idling of each truck would be limited to five consecutive minutes, and operation of diesel-fueled internal combustion engine auxiliary power systems would not be allowed for greater than five minutes within 100 feet of residences pursuant to 13 California Code of Regulations Section 2485. The proposed on-site forklifts used during operation would be electric and therefore would not produce DPM emissions. As such, project operation would not expose sensitive receptors to substantial TAC emissions. Therefore, the operational impacts would not result in a cumulatively considerable contribution to this potential impact.

Cumulative

The project is located adjacent to two distribution facilities that generate diesel-fueled truck traffic as well as the Santa Maria Valley Railroad tracks, which accommodate diesel-fueled rail traffic. Diesel fueled truck and rail traffic at these locations produces DPM emissions affecting the same sensitive receptors as those that would be affected by DPM emissions associated with the proposed project. The primary sensitive receptors that would be affected by DPM emissions at the project site are residences located along Durham Way to the south of the project site. On average, these residences are approximately 480 feet away from the 20 loading docks at the Old Dominion Freight Line distribution facility at 1415 La Brea Avenue, 675 feet away from the Santa Maria Valley Railroad tracks, and 1,075 feet away from the 11 loading docks at the Lineage Logistics distribution facility at 1349 La Brea Avenue. The CARB recommends against siting sensitive land uses within 1,000 feet of a major service and maintenance rail yard or within 1,000 feet of a distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating TRUs per day, or where TRU unit operations exceed 300 hours per week (CARB 2005). The CARB has not published recommendations on siting distances specifically for railroad tracks. The exact volume and operational characteristics of diesel-fueled truck and rail traffic associated with the existing distribution facilities and railroad tracks are not known. However, even if DPM emissions associated with these facilities in conjunction with those generated by the proposed project resulted in a cumulative TAC emissions impact exceeding the SBCAPCD thresholds of 10 excess cancer cases in a million for cancer risk or a Hazard Index of more than 1.0 for non-cancer risk, the project's contribution to this impact would be minimal given the low level of diesel-fueled truck traffic generated by the project. Therefore, the project would not result in a cumulatively considerable contribution to this potential cumulative impact and the impacts would be less than significant.

d. The project would generate oil and diesel fuel odors during construction from equipment use. The odors would be limited to the construction period and would be intermittent and temporary. Furthermore, these odors would dissipate rapidly with distance from in-use construction equipment, and the nearest sensitive receptors are located approximately 70 feet away from the project site. Accordingly, project construction would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people, and impacts would be less than significant. Potential sources that may emit odors during operation of the proposed project would include diesel fuel odor emissions from the intermittent diesel truck trips. However, trucks would be required to comply with California Code of Regulations Title 13, Sections 2485, which limits truck idling times to five minutes or less. Limiting truck idling times would reduce the potential for nuisance odors associated with diesel exhaust emissions in the vicinity of the project site. Furthermore, the project would be required to comply with the requirements of SBCAPCD Rule

303, which prohibits the discharge of air contaminants or other material that would cause injury, detriment, nuisance or annoyance to any considerable number of persons. In addition, the nearest sensitive receptor is located approximately 70 feet south of the project site, and odors disperse rapidly with distance. The project is not located in close proximity to existing or planned projects that would generate odor emissions affecting a substantial number of people. In addition, SBCAPCD Rule 303, which prohibits the discharge of air contaminants that would cause injury, detriment, nuisance, or annoyance to the public, would minimize the potential for nuisance odors. Therefore, due to the distance of the nearest sensitive receptors from the project site and compliance with State and SBCAPCD regulations, project operation would not result in other emissions, such as those leading to odors, adversely affecting a substantial number of people, and impacts would be less than significant.

Mitigation Measure(s) incorporated into the project:

AQ-1 Fugitive Dust Control Measures. The following standard SBCAPCD fugitive dust control measures would be required for project implementation:

a. During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and from exceeding SBCAPCD's limit of 20 percent opacity for greater than three minutes in any 30-minute period. 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 shall be required whenever the wind speed exceeds 15 miles per hour (mph). Reclaimed water shall be used whenever possible. However, reclaimed water shall not be used in or around crops for human consumption.

b. The amount of disturbed area shall be minimized.

c. On-site vehicle speeds shall be no greater than 15 mph when traveling on unpaved surfaces.

d. A track-out prevention device shall be installed and operated where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel washing systems.

e. If stockpiling of material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation.

f. After clearing, grading, earth moving or excavation is completed, the disturbed area shall be treated by watering, or using roll-compaction, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All driveways and sidewalks to be paved/surfaced shall be completed as soon as possible.

g. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance.

h. The project applicant shall comply with SBCAPCD Rule 345: Control of Fugitive Dust from construction and Demolition Activities, including all applicable standards and measures therein.

AQ-2 100% Renewable Energy. Prior to issuance of building permits, the Applicant shall provide evidence to the City Community Development Department that all buildings to be located on-site would be serviced by Central Coast Community Energy (3CE), if 3CE (or any other clean energy provider) is an available electricity service provider in the city, and that 100% renewable energy is to be utilized for the operation of the project over its lifetime. The project shall be fully electric and not utilize natural gas connections.

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

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

Charging stations shall be located in desirable and convenient locations so as to encourage use. These details shall be shown on building plans for any future development proposed on-site.

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

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

b. On-road heavy-duty equipment with model year 2010 engines or newer shall be used to the maximum extent feasible.

c. Diesel-powered equipment shall be replaced by electric equipment whenever feasible.

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

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

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

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

h. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

i. Construction worker trips shall be minimized by encouraging carpooling and by providing for lunch on-site.

j. Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.

k. Proposed truck routes should minimize to the extent feasible impacts to residential communities and sensitive receptors.

l. Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

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 Wildlife or U.S. Fish and Wildlife Service?			X	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Setting: The significant wildlife habitat areas within the City of Santa Maria are located within the fields surrounding the airport, riparian vegetation within the Santa Maria River, and the Vernal Pool complex located southwest of the airport. The project site is not located within any of these significant wildlife habitat areas. Sensitive habitats known to occur within the City of Santa Maria include the Central Coast Riparian Scrub and the Coastal and Valley Freshwater Marsh. The project site does not contain these types of sensitive habitats. The project site is located on an existing vacant parcel on La Brea Avenue within the M-

2 zone district and is a flat space that primarily contains seasonally cut grasses. There are no significant water features or any other unique habitat on the site.

Impact Discussion:

a. The project site is undeveloped and vegetation on the site is limited to seasonally cut grasses. Review of the sources noted indicate nine special status plant species have the potential to occur in the project area. Based on the minimal amount of existing vegetation on the graded and regularly mowed site, the potential for special status plant species to occur on site is very low and all ground disturbing activities proposed would occur within previously disturbed areas. Therefore, the potential for the project to result in impacts to candidate, sensitive or special status plants onsite would be less than significant.

Based on the query of CNDDB and IPaC, a total of 11 special-status animal species have been documented in the Santa Maria Quadrangle. The mostly developed site exhibits little to no habitat for sensitive species; however, within the project vicinity, there are known occurrences of California tiger salamander (*Ambystoma californiense;* CTS), a federally endangered and state threatened species, and California red-legged frog (*Rana draytonii;* CRLF), a federally threatened species and California Species of Special Concern. According to the CNDDB, the nearest documented occurrences of CTS are located over three miles south of the project site and are commonly found in grasslands and low foothill oak and woodland habitats (CDFW 2018a). CTS breed in long-lasting rain pools or permanent ponds lacking predators. During the nonbreeding season, adults occur in upland habitats frequently occupying burrows, and migrate nocturnally to aquatic sites to breed during relatively warm winter or spring rains (USFWS 2019). The project site does not contain grasslands or oak woodlands. Due to distance of the nearest known CTS occurrences, and the isolation of the basin from suitable habitat, CTS is not expected to occur within the project area.

The nearest documented CNDDB occurrence of CRLF is approximately 0.5 mile south of the project, recorded in 2003 near a retention pond (CDFW 2018a). CRLF occupy a distinct habitat comprised of specific aquatic and upland components. Breeding sites can occur within 2 miles of a site that stays moist and cool through the summer (USFWS 2019). Due to the lack of suitable habitat, the development of the surrounding lands, and the regular clearing of vegetation on this project site, CRLF is not expected to occur within the project area. The project site does not contain suitable habitat for CTS, CRLF or any other candidate, sensitive or special-status species and would not result in an 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 CDFW or USFWS.

In addition, within the past five years, SWCA Environmental Consultants, inc. performed a focused literature review for known species occurrences at an adjacent site less than 100 feet to the northeast of this project site. The review consisted of a query of the most recent version of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB; CDFW 2018a) and the U.S. Fish and Wildlife Service (USFWS) Information Planning and Consultation (IPaC; USFWS 2018a) website to identify reported occurrences of sensitive resources within the project area and surrounding vicinity. In addition to the CNDDB query, the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Plants of California (CNPS 2018) was reviewed to provide additional information on rare plants that are known to occur in the area. The CNDDB query was further focused on documented special-status species occurrences within the USGS Santa Maria topographic quadrangle to determine potential occurrence. No special-status plant or animal species were documented on the project site. Therefore, impacts would be less than significant.

b, c. The project site is graded and regularly cleared of vegetation. According to the USFWS National Wetlands Inventory (Wetlands Mapper), the project site does not contain riparian habitat, state or federally protected wetlands, or any other sensitive natural community and there are no aquatic features within the project vicinity (USFWS 2018b). Therefore, implementation of the proposed project would have no impact on riparian habitat, other sensitive natural communities, or state or federally protected wetlands.

d. The project area does not support any surface water resources, migratory corridors, or nursery sites. For the purposes of this analysis, it is reasonable to assume that, due to the disturbance onsite and in surrounding areas, lack of suitable wildlife habitat, the railroad corridor on the site's northern boundary, La Brea Avenue forming the sites southern boundary, and the limited size of the project area, the project site is not located within or adjacent to a wildlife corridor or nursery site. Implementation of the proposed project would not significantly restrict the movement of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites. Therefore, implementation of the proposed project would have no impact to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

e. The graded and regularly cleared 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 impacts 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: Implementation of the proposed project would not result in potentially significant environment impacts to biological resources. Therefore, no mitigation measures are 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: Historical resources in Santa Maria consist of several landmarks and structures. There are 17 objects of historical merit officially designated by the City and its landmark committee. Additionally, the City's Municipal Code contains a Historic Overlay Zone which guides development for such structures and provides a mechanism to designate structures. The Resources Management Element in the City's General Plan delineates high, moderate, low, and negligible archaeological sensitivity areas within the City.

Impact Discussion:

a. The project site does not contain a resource listed or eligible for listing in the California Register of Historical Resources (CDPR 2019) or the National Register of Historic Places (USNPS 2019). Additionally, no object, building, structure, site, area, place, record, or manuscript which is historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California exists at the project

site. Furthermore, the project site is not located on the City's Landmark Map or on the City's Objects of Historic Merit map. Therefore, the impact to historical resources would be less than significant.

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

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

Mitigation Measure(s) incorporated into the project:

CR-1 Inadvertent Discovery of Archaeological Resources. In the event that any cultural resource is encountered during subsurface earthwork activities associated with future development of the project site, all construction activities within a 100-foot radius of the find shall cease and the City shall be notified immediately. Work shall not continue until a qualified archaeologist, in conjunction with locally affiliated Native American representative(s) as necessary, determines whether the uncovered resource requires further study. Any previously unidentified resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) 523 Series forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist. Potentially significant cultural resources consist of, but are not limited to, stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features, including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan, in conjunction with locally affiliated Native American representative(s) as necessary, that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report, and file it with the Central Coast Information Center (CCIC), located at the University of California, Santa Barbara, and provide for the permanent curation of the recovered materials.

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

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: Santa Maria relies primarily on electricity and natural gas for household energy, and petroleum (gasoline and diesel) for most modes of transportation. Energy conservation has become a prominent local, national and global issue. Measures applied in the City of Santa Maria include energy conserving building standards, recycling, and transportation system improvements. The proposed project would implement a host of energy related measures at both the construction and operational stage.

Impact Discussion:

a. The applicant has provided Project Data (Attachment 3) which includes energy efficiency information regarding construction equipment as well as green building features. Furthermore, the applicant has committed to utilizing 100% renewable energy over the lifetime of the project. The Project will be held to all applicable federal, state and local statutes and regulations relating to energy standards. The construction equipment would utilize Tier 3/Tier 4 engines as well as diesel particulate filter technology. Additionally, the building would comply with Title 24 of the California Building Code. Lighting and appliances would comply with the 2019 California Energy Code. Appliances and fixtures would comply with the Cal Green Non-residential Mandatory Measures Sections 5.303.3. The building will be designed to be "solar ready" per the 2019 California Green Building Standards. Clean air/electric vehicle parking and bicycle parking would also be provided. There are no special project characteristics which would necessitate the use of less energy efficient construction equipment or methods. Compliance with applicable requirements and/or regulations for Air Quality and Greenhouse Gas Emissions would result in the individual project elements (e.g., building design, HVAC equipment, etc.) being consistent with State energy reduction policies and strategies. Therefore, impacts resulting from wasteful, inefficient, or unnecessary consumption of energy resources during the project's construction or operation would be less than significant.

b. Assembly Bill 32 (AB 32) (the California Global Warming Solutions Act of 2006) requires projects to comply with state regulations focused on the reduction of the effects of Greenhouse Gas (GHG) Emissions. As mentioned above, the project would meet current Title 24, California Energy Code, Cal Green Non-residential Mandatory Measures as well as California Green Building Standards. These standards are intended to encourage more sustainable and environmentally friendly building practices, including the conservation of natural resources and the use of energy-efficient materials and equipment. Therefore, the project will have a less then significant impact on a state or local plan for renewable energy or energy efficiency.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant environment impacts to energy. Therefore, no mitigation measures are required.

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 would be 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 City of Santa Maria lies at the juncture between the northwest-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 ground water 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 (City 1995).

Impact Discussion:

a. i. The project site is located approximately 1.25 miles southwest of the Santa Maria Fault, a known potentially active fault per the California Department of Conservation Fault Activity Map of California. The City of Santa Maria is not located in close proximity to an identified Alquist-Priolo Earthquake Hazard Zone according to the ArcGIS Alquist-Priolo Earthquake Fault Zones mapping. The construction of the proposed project would meet the standard construction and seismic requirements per the California Building Code (CBC) to ensure all new buildings would withstand the magnitude of earthquakes that could potentially occur within this area. A building permit and soils report would be required to be submitted to the City for review and approval prior to the construction of the project. Therefore, the impacts to the project site as a result of a rupture of a known earthquake fault would be less than significant.

ii. The project site is identified in the Safety Element of the General Plan as being located within Zone A of the Geologic Hazards Map. Zone A contains Holocene age alluvium which is considered the more hazardous of the two zones identified on the Geologic Hazards Map. Generally, the City of Santa Maria is located in a region of California which experiences lower levels of shaking with very infrequent earthquakes potentially causing strong shaking according to the Earthquake Shaking Potential for California Map (2016) from the California Department of Conservation's website. The construction of the project must comply with the California Building Code and applicable Municipal Code requirements which requires that the building design adequately minimize potential seismic activity. A building permit and soils report would be required to be submitted to the City for review and approval prior to the construction of the project. Therefore, the impact to the project site from strong seismic ground shaking would be less than significant.

iii. The project site is not located within proximity to soils which contain shallow perched groundwater below the surface which could cause liquefaction during an earthquake, according to Figure SE-2 Geologic Hazards Map of the City's General Plan Safety Element. Additionally, based on the Alquist-Priolo Earthquake Fault Zone Maps and related information available from the California Department of Conservation's website, the City of Santa Maria is not located within a designated liquefaction hazard area due to relatively deep groundwater levels in the area. Lastly, the structure would be constructed in conformance with the CBC and Municipal Code. A building permit and soils report would be required to be submitted to the City for review and approval prior to the construction of the project. Therefore, the impact to the project site due to seismic-related ground failure, including liquefaction, would be less than significant.

iv. Landslides could potentially occur in the southern portion of the City in areas with steep slopes or in areas containing escarpments, according to the City's General Plan Safety Element. The project site is on a relatively flat parcel and is not within the vicinity of the steep slopes shown on Figure SE-2 Geologic Hazards Map of the City's General Plan Safety Element. Based on the Alquist-Priolo Earthquake Fault Zone Maps and related information available from the California Department of Conservation's website, the City of Santa Maria is not located within a designated landslide hazard zone. Therefore, the impact to the project site due to landslides would be less than significant.

b. Based upon the SoilWeb Online Survey from the UC Davis Department of Agriculture and Natural Resources, the underlying soil is SvA – Sorrento loam, 0 to 2 percent slopes, and is well drained with negligible surface runoff potential. The project would construct a new facility on a mostly level site that would include a combination of pervious and impervious surfaces. The applicant would be required to adhere to conditions under the National Pollution Discharge Elimination System Permit (NPDES) issued by the Regional Water Quality Control Board and prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to be administered throughout project construction. The SWPPP would incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction from soil erosion would be reduced to less than significant. Additionally, the project proposes two adequately sized new bio-retention basins for the management of onsite stormwater runoff. Therefore, the impact to soil erosion or the loss of topsoil would be less than significant.

c., d. The Geologic Hazards Map of the City's General Plan Safety Element (Figure SE-2) identifies the project site as containing expansive soils. Figure SE-2 does not identify the project site as being near the Santa Maria fault line, the project site is approximately 1.25 miles away from the fault line. Generally, the City of Santa Maria is located in a region of California which experiences lower levels of shaking with very infrequent earthquakes potentially causing strong shaking according to the Earthquake Shaking Potential for California Map (2016) from the California Department of Conservation's website. A Geotechnical Investigation (Attachment 4) has been provided which includes recommendations for the design and construction of the project including site preparation, foundation, slabs-on-grade, retaining walls, pavement sections etc. As discussed in the geotechnical report, the primary concerns are the loose condition of the soils in the upper 4 to 5 feet, the expansivity of some of these soils and the presence uncompacted fill materials. A building permit incorporating the recommendations listed in the Geotechnical Investigation would be required to be submitted to the City for review and approval prior to the construction of the project. The construction of the proposed project would also have to meet the standard construction and seismic requirements per the California Building Code (CBC) to ensure all new buildings would withstand the magnitude of earthquakes that could potentially occur within this area. Therefore, the impacts of being 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 as well as impacts of being located on expansive soil creating substantial direct or indirect risks to life or property would be less than significant.

e. No septic tanks or alternative wastewater disposal systems are proposed for this project. The City of Santa Maria requires sewer connections to the City's wastewater treatment system, by ordinance, per Title 8 of the Municipal Code. Therefore, no impact to septic tanks or alternative wastewater disposal systems would occur.

f. The City's General Plan Safety Element identifies that the Santa Maria basin is located in a relatively thick Miocene through Holocene age sequence of sedimentary rocks. According to the City's General Plan Resource Conservation Element, the Santa Maria Valley is not considered to be a major archaeological or paleontological resource area as only a few sites have been recorded or discovered. Ground disturbance would generally be limited to shallow depths. As such, the project would not result in the risk of encountering underlying formations that have a potential for paleontological resources. Therefore, the impact to unique paleontological resource 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 environment impacts to geology and soils. Therefore, no mitigation measures are required.

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: The California Air Resources Board (CARB) is the lead agency for implementing climate change regulations in the State. Since its formation, CARB has worked with the public, the business sector, and local governments to find solutions to California's air pollution problems. Assembly Bill (AB) 32 requires CARB to prepare a scoping plan that outlines the main State strategies for meeting the emission reduction targets and to reduce hydrocarbons that contribute to global climate change. Pursuant to AB 32, the Scoping Plan must "identify and make recommendations on direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives" in order to achieve the 2020 goal and achieve "the maximum technologically feasible and cost-effective greenhouse gas emission reductions" by 2020 and maintain and continue reductions beyond 2020.

SB 32 and AB 197 have also recently passed which are of relevance. SB 32 affirms the importance of addressing climate change by codifying into statute the greenhouse gas emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's April 2015 Executive Order B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an Intergovernmental Panel on Climate Change (IPCC) analysis of the emissions trajectory that would stabilize atmospheric greenhouse gas concentrations at 450 parts per million CO2e and reduce the likelihood of catastrophic impacts from climate change. The companion bill to SB 32, AB 197, provides additional direction to CARB on the following areas related to the adoption of strategies to reduce greenhouse gas emissions. Additional direction in AB 197 meant to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

Santa Barbara County Air Pollution Control District (SBCAPCD)

SBCAPCD provides guidance for assessing and reducing the impacts of project-specific air quality emissions in the Environmental Review Guidelines (SBCAPCD 2015). The SBCAPCD has not adopted quantitative significance thresholds for land use projects.

Santa Barbara County Associations of Governments (SBCAG)

SBCAG adopted the 2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS; SBCAG 2017) in 2017 which responded to the State requirements in Senate Bill 375. The RTP/SCS aims to make land use assumptions and allocate forecast future growth consistent with those assumptions and the allocation of regional housing needs. Starting with land uses allowed by existing, adopted local General Plans, the land use assumptions, developed in close coordination with the planning staff of SBCAG's member jurisdictions, selectively provide for intensification of residential and commercial land uses in urban areas proximate to existing transit. The intent of these changes is ultimately to shorten trip distances and reduce vehicle miles traveled by (1) directly addressing regional jobs/housing imbalance by providing more housing

on the jobs-rich South Coast and more jobs in bedroom communities in the North County, and (2) promoting more trips, both local and inter-city, by alternative transportation modes, especially public transit.

City of Santa Maria

The City of Santa Maria has not adopted a climate action plan. However, the Resources Management Element of the General Plan (City 2001) contains several objectives that would either directly or indirectly reduce GHG emissions. The following objectives would apply to the proposed project:

- **Objective 1.1.e Conservation.** Reduce the City of Santa Maria's present per capita water consumption rate through effective conservation measures and public awareness programs.
- **Objective 1.1.f Efficient Water Use**. Provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping, and recycling.
- **Objective 2.1.a Mobile Sources.** Facilitate the development and use of alternative transportation to the private automobile by implementing trip reduction and traffic mitigation measures, when appropriate.
- **Objective 2.1.b Stationary Sources.** Reduce air emissions associated with stationary sources through the implementation of source control measures, when appropriate.
- **Objective 2.1.g Land Use.** Reduce mobile air pollutant emissions through the use of pedestrian and transit-oriented design principles and minimize the impacts of stationary sources by locating these uses away from sensitive receptors (e.g. schools and hospitals).
- **Objective 2.1.h Community Design**. Design communities/neighborhoods so that housing, jobs daily needs and other activities are within easy walking distance of each other.
- **Objective 2.1.j Streets, pedestrian paths and bikeways.** Encourage the design of streets, pedestrian paths, and bike paths so that they are small and spatially defined by buildings, trees and lighting and discourage high speed traffic.
- **Objective 6.1.b(2) Energy Resources.** Encourage innovative building and site design which maximizes energy efficiency in private and public facilities.

Thresholds. Appendix G of the *CEQA Guidelines* considers a project to have a significant impact related to GHG emissions if the project would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

In addition, *CEQA Guidelines* Section 15064.4(b) states that a lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the projects incremental contribution of GHG emissions.

Air Quality/Greenhouse Gas Study

Rincon Consultants has provided a technical study (see Attachment 2) which analyzes the potential air quality and greenhouse gas (GHG) emissions impacts related to both temporary construction activity and long-term operation of the project. Below is an impact discussion which draws from the results of the study.

Impact Discussion:

a. The proposed project's construction and operational impacts related to GHG emissions is detailed below as well as the combined impacts.

Construction

Construction of the proposed project would generate temporary GHG emissions primarily as a result of operation of construction equipment on-site as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials and soil export. As shown in Figure 6 below, construction activities would generate an estimated total of 323 MT of CO2e. Amortized over a 30-year period per County of Santa Barbara guidance, construction would generate an estimated total of 11 MT of CO2e per year which would not exceed the applicable threshold when combined with the operational discussion below as recommended by the County of Santa Barbara 2021 Environmental Thresholds and Guidelines

Year	Annual Emissions (MT of CO_2e)
2022	**323**
Total	**323**
Amortized over 30 years	**11**

MT = metric tons; CO_2e = carbon dioxide equivalents

See Appendix B for modeling results.

Figure 6 - Estimated GHG Emissions During Construction

Operation

Operation of the proposed project would generate GHG emissions associated with area sources (e.g. landscape maintenance) as well as wastewater and solid waste generation. As noted in Section 3.1, Methodology of the Air Quality and Greenhouse Gas Study (Attachment 2), the project's energy usage (including that used for the electric forklifts) would be supplied solely by renewable energy sources and therefore would not generate GHG emissions. In addition, the proposed project would be occupied by an existing business that currently operates in Santa Maria; therefore, vehicle trips associated with the project would not generate net new emissions. As a result, energy, mobile source, and off-road equipment emissions are not included in the emissions estimate. As shown in Figure 7, the total combined annual GHG emissions generated by the project would be approximately 21 MT of CO2e per year, or 2.6 MT of CO2e per service person per year, which would not exceed the locally-applicable, project-specific efficiency threshold of 3.3 MT of CO2e per year. This threshold is achieved after requiring mitigation in the form of 100% renewable energy resources for the lifetime of the project, installation of electric vehicle charging stations and diesel exhaust control measures for construction equipment. Therefore, impacts would be less than significant with mitigation incorporated.

Figure 7 - Combined Annual GHG Emissions

Emission Source	Annual Emissions (MT of CO_2e per year)
Construction (Amortized over 30 Years)	11
Operational	
Area	<1
Solid Waste[1]	10
Water	<1
Total Emissions	**21**
Service Population[2]	8
Emissions per Service Person	2.6
Service Population Threshold	3.3 per service person
Service Population Threshold Exceeded?	No

MT = metric tons; CO_2e = carbon dioxide equivalents

[1] Does not include biogenic emissions because some GHG emissions reporting protocols do not consider these to be part of the emission inventory since they are separate from anthropogenic (i.e., of human origin) GHG emissions (CAPCOA 2021).

Service population is defined as the number of residents and employees accommodated by a project. The proposed project would employ approximately eight full-time equivalent employees.

Notes: See Appendix B for modeling results.

b. The project's consistency with the SBCAG 2050 RTP/SCS, and the 2017 Scoping Plan are discussed below.

SBCAG 2050 RTP/SCS

SBCAG has incorporated a sustainable community strategy into its RTP/SCS, which is designed to help the region achieve its SB 375 GHG emissions reduction target. The SBCAG 2050 RTP/SCS demonstrates that the SBCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years. The RTP/SCS states that one of the intents of the SCS is "directly addressing regional jobs/housing imbalance by providing more housing on the jobs-rich South Coast and more jobs to communities in the North County" (SBCAG 2021). Improving the intra-County imbalance would decrease transportation demands on U.S. Highway 101 and State Route 154, which would reduce congestion and Vehicle Miles Traveled (VMT). Therefore, the project would be consistent with the RTP/SCS by creating job opportunities in Santa Maria. Furthermore, in support of RTP/SCS Environment Objective 5 of "Reduce vehicle miles traveled," the project would site an industrial facility that would provide additional local employment opportunities in Santa Maria, which would improve the intra-County jobs/housing imbalance and thereby contribute to reducing regional VMT.

2017 Scoping Plan

The principal state plans and policies regarding GHG emissions are AB 32, the California Global Warming Solutions Act of 2006, and the subsequent legislation, SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the state to achieve the reductions. The 2017 Scoping Plan's strategies that are applicable to the proposed project include reducing fossil fuel use, energy demand, and vehicle miles traveled (VMT); maximizing recycling and diversion from landfills; and increasing water conservation. The project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards and installing energy-efficient LED lighting, water-efficient

faucets and toilets, water efficient landscaping and irrigation, solar-ready wiring, and electric vehicle-ready wiring. The project would be served by Pacific Gas and Electric or Central Coast Community Energy, both of which are required to increase its renewable energy procurement in accordance with SB 100 targets. As discussed earlier, the project would improve the jobs-housing balance by creating job opportunities in Santa Maria, which would reduce future employees' VMT and associated fossil fuel usage. Furthermore, the project would be required to comply with the State's recycling and composting requirements for commercial businesses under AB 341, which requires businesses generating four or more cubic yards of solid waste per week to recycle, and AB 1826, which requires businesses generating two or more cubic yards of solid waste per week to recycle organic waste. Compliance with these state laws would maximize the project's recycling and solid waste diversion. Therefore, the project would be consistent with the 2017 Scoping Plan and impacts would be less than significant.

Cumulative Impact Analysis

The geographic scope for related projects considered in the cumulative impact analysis for GHG emissions is global because impacts of climate change are experienced on a global scale regardless of the location of GHG emission sources. Therefore, GHG emissions and climate change are, by definition, cumulative impacts. As discussed in Section 3.1.3, *Potential Effects of Climate Change*, of the Air Quality/Greenhouse Gas Study (Attachment 2) the adverse environmental impacts of cumulative GHG emissions, including sea level rise, increased average temperatures, more drought years, and more large forest fires, are already occurring. As a result, cumulative impacts related to GHG emissions are significant. Thus, the issue of climate change involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. As discussed in the construction and operation section above, the project's emissions would be under the applicable thresholds upon implementation of mitigation measures AQ-2, AQ-3 and AQ-4. The project's contribution to cumulative GHG emissions would be consistent with applicable GHG reduction policies and plans. Therefore, potential impacts would be less than significant with mitigation.

Mitigation Measure(s) incorporated into the project:

AQ-2, AQ-3 and AQ-4

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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: Hazardous materials are used by numerous businesses in the Planning Area. Typical uses include, but are not limited to, hospitals, dry cleaners, auto repair facilities, exterminators, medical labs, photographic studies, and gas stations. On a smaller scale, single family residences also use and store hazardous materials (pesticides, fertilizers, drain cleaners, etc.). The project site is a flat space that primarily contains seasonally cut grasses and contains an existing capped oil well. There is no anticipated or proposed use or transportation of hazardous materials at the project site.

Impact Discussion:

a. The construction of the project would utilize equipment such as aerial lifts, backhoes, cement and mortar mixers, compactors, cranes, dozers, excavators, forklifts, front end loaders, pavers, paving equipment, rollers and tractors. The use of hazardous materials and substances during construction would be subject to the federal, state, and local health and safety requirements for the handling, storage, transportation, and disposal of hazardous materials. Construction activities that involve hazardous materials would be governed by several agencies, including the California Environmental Protection Agency (CalEPA), Caltrans, California Division of Occupational Safety and Health (Cal/OSHA), and Department of Toxic Substances Control (DTSC). Best Management Practices would be in place to ensure the lawful and proper storage and use of these materials.

During operation it is not anticipated that the warehouse would store or handle fuels or hazardous materials. The project would not involve the routine transport of hazardous materials. Therefore, the impacts to public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant.

b. Construction of the proposed project would require the use of some hazardous materials such as fuels, oils, paints, solvents, and glues. All potentially hazardous materials used during construction of the proposed project would be handled, stored, and disposed of in accordance with the manufacturers' specifications and applicable regulations.

The project site contains a plugged oil well as identified on the Department of Conservation's Well Finder (CalGem GIS). The Department of Conservation, California Geologic Energy Management Division (CalGEM) regulations prohibit construction of enclosed structures directly over the oil well in the event of leaking or substandard abandonment of the well which would require future re-abandonment. A Phase I Environmental Site Assessment (see Attachment 5) has been provided by the applicant. The recommendation in the Phase I Environmental Site Assessment is to excavate and survey the plugged oil well casing to ensure that future buildings are not constructed within 10 feet of the plugged oil well. Additionally, mitigation shall be required to minimize oil facility health risks during construction in accordance with CalGem standards. Therefore, the impacts to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant with mitigation incorporated.

c. During operation it is not anticipated that the warehouse would store or handle any fuels or hazardous materials. The project would not involve the routine transport of hazardous materials.

The nearest existing schools to the project include:

- Sanchez Elementary School located approximately 0.4 miles to the east;
- Liberty Elementary School located approximately 0.60 miles to the south;
- Adams Elementary School located approximately 0.6 miles to the east.

A proposed specific plan (Blosser Southeast Area 5B) located directly east could place a school within 0.5 miles of the project site. However, the warehouse would not handle hazardous or acutely hazardous materials, substances, or waste in quantities that would cause a reasonably foreseeable hazardous impacts beyond the site. Therefore, the impacts from the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be less than significant.

d. Based on a search of the California Environmental Protection Agency's Cortese List (CalEPA 2018), Department of Toxic Substances Control's EnviroStor website (DTSC 2018), and the State Water Resources Control Board's GeoTracker website (SWRCB 2018), there are no known active hazardous material sites located near the project site. Therefore, no impacts would occur.

e. The project is located within 2 miles of the Santa Maria Public Airport. Based on the Santa Barbara County Airport Land Use Plan (SBCAG 1993) and the Safety Element in the City's General Plan, the project site is not within the Santa Maria Airport area of influence or noise contours. Therefore, no impact to a safety hazard or excessive noise for people residing or working in the project area would occur.

f. The proposed project does not include any characteristics or features that would interfere with an adopted emergency response plan or emergency evacuation plan. The project would not result in the closure of any roads. All access and circulation routes to and from the project site would be developed in compliance with local and state safety regulations and all improvements would be required to comply with applicable California Fire and Building Code requirements pertaining to emergency access. Therefore, no impacts that would impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan would occur.

g. The project site is primarily surrounded by urban development or intensive agriculture on all sides and is not located adjacent to a wildland area or a state responsibility area. According to the Safety Element in the City's General Plan, the Santa Maria Valley is not susceptible to high wildland fire risks (City 1995). This conclusion is further supported by the Cal Fire, Fire Hazard Severity Map (FRAP). This map indicates that the project site is not located within a Very High Fire Hazard Severity Zone. The proposed project is not located in or near a state responsibility area or lands classified as a very high hazard severity zone. Therefore, no impact from the exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires would occur.

Mitigation Measure(s) incorporated into the project:

HAZ-1 Disclosure. The applicant 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. This information shall be provided to the City prior to issuance of a building permit for grading or construction activities.

HAZ-2 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.

HAZ-3 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. The applicant shall coordinate 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 prior to issuance of a building permit for grading or construction activities to assure compliance with all CalGEM requirements to minimize human health risks:

a. 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. At minimum CalGEM shall be notified regarding the oil well identified on the CalGEM GIS website.

b. No work shall be performed on any oil or gas well or associated production equipment without written approval from CalGEM.

c. The applicant shall submit a preliminary copy of the development site plan to CalGEM for review.

d. 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.

e. 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.

f. 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.

g. The 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. A 10' no build easement shall be recorded as an easement on the site.

h. 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.

HAZ-4 Re-abandonment of Wells. Prior to the issuance of building permits for grading and/or construction activities, CalGEM shall be contacted to provide a determination as to whether the existing well needs to be re-abandoned and the surrounding area remediated in accordance with current regulations.

10. HYDROLOGY AND WATER QUALITY

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

Setting: The closest body of water to the project site is the Santa Maria River, located approximately 3.25 miles northeast of the project site. Based on the Federal Emergency Management Agency (FEMA) Flood Map Service Center, the project site is not located within a 100-year floodplain and is in an area of minimal flood hazard.

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. The proposed project would be required to comply with all local, state and federal requirements, including a state Construction General Permit, which requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMPs) to control the discharge of pollutants, including sediment and erosion, into local surface water drainages. The project would further be required to comply with

the adopted standards contained within the City of Santa Maria's Municipal Code, Section 8-12 (Wastewater) and 8-12A (Stormwater). Section 8-12A.04 also incorporates the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region (Central Coast Regional Water Quality Control Board, Resolution No. R3-2013-0032). Therefore, the project would not violate water quality standards and waste discharge requirements. A less than significant impact to water quality standards, waste discharge requirements or degradation of surface or ground water would occur.

b. According to the City's Urban Water Management Plan, the City's water supply is expected to reliably meet the projected demands of 0.69 AFY, and as such, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The City of Santa Maria derives water from multiple supply sources including local groundwater, purchased water from the State Water Project, associated return flows recaptured from the Santa Maria Groundwater Basin, assigned rights to water from the Santa Maria Groundwater Basin, and assigned rights to augmented yield from Twitchell Reservoir. The City's groundwater supplies are derived from seven active groundwater wells within the Santa Maria Groundwater Basin, which have a capacity of 23,426 Acre-feet a Year (AFY). According to the 2020 Annual Hydrologic Report, the municipal groundwater pumpage in 2020 for the City was 7,492 AFY. Assessment of hydrogeologic conditions in 2020 showed that groundwater levels were similar to those in 2019, with one localized low in the Twitchell Recharge Area. Therefore, a less then significant impact to the groundwater supplies or interference with sustainable groundwater management would occur.

c. i-iv. The project would require 19,400 cubic yards of cut and fill during grading, with no required soil export. The project development area proposes a 40,040-square-foot building (21% of project site) and 66,170-square-feet of paving (35% of project site). The remaining site area would include 32,805-square-feet (17% of project site) of landscaping and 51,647-square-feet (27% of project site) of open space area. The total impervious area introduced at the project site would be 56%. The remaining 44% of the project site area would be pervious and used for landscaping and open space. Future development projects within the open space area could reduce the impervious area but at this time no plans for development have been received.

Consistent with the City Municipal Code (Chapter 8-12A) and the Central Coast Regional Water Quality Control Board's stormwater regulatory requirements, the project would construct two bio-retention basins to convey and infiltrate stormwater from a 95th percentile storm event. The drainage system would be designed to control the flow rate of on-site runoff so that it would not exceed pre-development conditions and the drainage patterns of the area would remain unaltered.

The on-site storm drain system would be designed to comply with mandatory requirements for National Pollution Discharge Elimination System (NPDES) for siltation and sediment control. Additionally, a Stormwater Control Plan (SCP) has been prepared and the City Utilities Department has determined that the SCP meets Tier 4 performance requirements. Implementation of these requirements would avoid potential impacts related to onsite erosion, siltation, flooding, and runoff; therefore, impacts would be less than significant.

d. The proposed warehouse is approximately 9 miles from the Pacific Ocean and is not located in areas of concern regarding flood, tsunami or seiche events. Therefore, the proposed project would have a less then significant impact on the release of pollutants in the event of a flood, tsunami or seiche.

e. The project would be required to comply with the Central Coast Regional Water Quality Control Board's stormwater regulatory requirements and other water control plans intended to manage water quality and groundwater supply. Therefore, no impact would occur that would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant environment impacts to hydrology and water quality. Therefore, no mitigation measures are required.

11. LAND USE AND PLANNING

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

Setting: The project is located in in the GI (General Industrial) General Plan Land Use Designation and corresponding M-2 (General Manufacturing) zoning district (City 2019). The GI land use designation is intended to provide areas for all types of heavy industrial uses, particularly that need to be separated from other land uses because of the impacts associated with activities such as heavy truck traffic, noise, odor, or dust.

Impact Discussion:

a. The project would be located in an area of the City with previous industrial developments including warehouse and distribution facilities of a similar type and scale. Additionally, the project would be infill development because the project site is located within an urban area of the City that has been developed with a combination of industrial and residential development. The project would not physically divide an established community. Therefore, no impact that would physically divide an established community would occur.

b. The project is consistent with the existing land use designation of GI because its purpose is to provide areas for all types of heavy industrial uses such as this project. The project is consistent with the existing zoning designation of M-2 because it's purpose to provide a district which will ensure an environment conducive to the development and protection of modern industrial processes and activities. The new facility would be similar in scale and character to that of the previously developed adjacent warehouse and distribution facilities. The project was reviewed by the Zoning Administrator for consistency with applicable City of Santa Maria policies and ordinances and determined to be consistent with applicable planning documents. Therefore, the impact upon any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environment effect would be less than significant.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant environment impacts to land use and planning resources. Therefore, no mitigation measures are required.

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: Within the City, the primary resources suitable for mining and conservation are sand, rock, and oil. The Santa Maria River channel is considered to be a valuable mineral resource. The river contains the largest resources of Portland cement concrete-grade aggregate and almost 90 percent of the available alluvial sand and gravel resources in the Santa Barbara-San Luis Obispo County region. Mining has occurred along the Santa Maria and Sisquoc Rivers since the early 1900s. The project site is located in a developed area of the City and is not located near areas suitable for mining of mineral resources.

Impact Discussion:

a-b. The project site would be located in proximity to Mineral Resource Zone #2, as identified on Figure RME-4 (Mineral Resource and Mining Production Areas map) of the City's General Plan Resource Management Element, which represents areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for the presence exists. The California Department of Conservation Well Finder (CalGEM GIS) confirms that there are no active oil wells within the project site. However, there is a capped oil well at the site. The potential for impacts to occur to mineral resources is insignificant considering the project site is located within a developed area of the City and is not a conducive location for mineral resource extraction or mining. Therefore, the impact on known mineral resources of value to the region and to residents of the state or 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 would be less than significant.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant environment impacts to mineral resources. Therefore, no mitigation measures are required.

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: The major sources of noise in Santa Maria include: vehicular traffic on U.S. Highway 101 and major city streets, aircraft operations from the Santa Maria Public Airport, train movements along the Santa Maria Valley Railroad, construction projects, commercial activity and industrial plant activity. 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 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 (City 2009). Chapter 5-5 of the Santa Maria Municipal Code (SMMC) establishes certain policies to control unnecessary, excessive, and annoying noise in the city in the interest of public health and welfare.

Based on the City Land Use Element, the project is not located within a major noise impact area or within the Airport Safety Zone (City 2011a). The Noise Element in the City's General Plan includes noise compatibility standards for noise exposure by land use. The noise standards for industrial and residential are 70 exterior dB CNEL and 60 exterior dB CNEL respectively or 55/45 dBA Leq for residential (daytime/nighttime) or 75/70 dBA Leq for industrial (daytime/nighttime).

According to the City of Santa Maria Noise Element, noise-sensitive land uses include residential uses (single and multi-family dwelling, mobile home parks, dormitories and similar uses); hospitals, nursing homes, convalescent hospitals and other facilities for long-term medical care; and public or private education facilities, libraries and churches (City of Santa Maria 2009). Sensitive receivers in the project site vicinity include single-family residences located to the south of the project site across West La Brea Avenue. The nearest single-family residence is approximately 160 feet south of the project site boundary.

The most common sources of noise in the project site vicinity are vehicular traffic on West La Brea, truck idling at the loading docks at nearby warehouses, as well as loading and unloading operations at nearby facilities and passing railway traffic along the Santa Maria Valley Railroad. Ambient noise levels are generally highest during daytime and rush hours. To characterize ambient sound levels at and near the project site, three 15-minute sound level measurements were conducted on Wednesday, August 25, 2021 between 9:52 a.m. and 10:55 a.m. An Extech, Model 407780A, ANSI Type 2 integrating sound level meter was used to conduct the

measurements. A detailed summary of the sound level measurement data are included in Appendix B. Figure 3, Table 4 and Appendix B can all be viewed in more detail within the attached Noise and Vibration Study (Attachment 6).

Impact Discussion:

Rincon Consultants has provided a technical study (see Attachment 6) which analyzes the potential noise and vibration impacts related to both temporary construction activity and long-term operation of the project and off-site resources like traffic. Below is an impact discussion which draws from the results of the technical study.

a. The project would generate both temporary construction-related noise and long-term noise associated with operation of the project. Construction noise levels at the nearest sensitive receivers (i.e., residences to the south across West La Brea Avenue) would not exceed the Federal Transit Administration (FTA) construction noise threshold for residential properties, and construction-related noise impacts would also be less than significant. Combined operational activities on the project site would generate noise levels that would not exceed the City's hourly daytime and nighttime noise level standards and 24-hour noise level standards at receiving residential and industrial properties. Therefore, operational noise impacts would be less than significant. Project-generated traffic would result in a noise level increase of up to 0.3 dBA on West La Brea Avenue, which would not exceed the threshold for off-site traffic noise impacts. Therefore, off-site traffic noise impacts would also be less than significant.

Construction Noise

Construction noise was estimated using the Federal Highway Administration Roadway Construction Noise Model (FHWA RCNM) (2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. The nearest sensitive receivers to the project site include single-family residences located to the south of the project site across West La Brea Avenue. Construction equipment would be continuously moving across the site, coming near and then moving further away from individual sensitive receivers at an average distance of approximately 380 feet (i.e., the distance between the nearest residences and the center of the project site). Noise levels during the loudest phase of construction activities (i.e., grading) would be approximately 66 dBA Leq (8-hour) at the nearest single-family residence to the south (see Appendix B for RCNM results). Therefore, noise levels during the loudest phase of construction would not exceed the FTA construction noise limit of 80 dBA Leq (8-hour) for residential land uses, and impacts would be less than significant.

On-site Operational Noise

The proposed project would include on-site operational noise sources, including (HVAC) equipment, loading and warehouse equipment including forklifts, truck deliveries, and trash hauling services. Each of these on-site noise sources is discussed below.

The project would include four small HVAC units to condition the proposed office space, which would be continuous noise sources. Based on the reference noise level of 7 dBA Leq at 50 feet described in Section 3.1, *Methodology*, of the Technical Study, the combined operation of the four HVAC units would generate an estimated noise level of 14 dBA Leq at 50 feet. Assuming a standard distance attenuation of 6 dBA per doubling of distance, HVAC equipment noise levels would be approximately 6 dBA Leq at the industrial property to the east and less than 1 dBA Leq at the industrial property to the north, the industrial property to the west, and the nearest residence to the south across West La Brea Avenue. Estimated noise levels include a 5-dBA noise level reduction at the industrial property to the north that would be provided by the proposed building structure on site and a 5-dBA noise level reduction at residences to the south that would be provided by the existing wall located along the northern property line of the residential subdivision, because these barriers would shield the proposed HVAC units from these receiving properties (FHWA 2011).

The project would include the operation of four electric forklifts to move deliveries to and from trucks. Most of the forklift activity would occur indoors, and the building structure would attenuate noise levels

at nearby properties. However, conservatively assuming that all forklift activity occurs outdoors, operation of the four forklifts would generate a noise level of approximately 62 dBA Leq at 50 feet. Assuming a standard distance attenuation of 6 dBA per doubling of distance, forklift noise levels would be approximately 61 dBA Leq at the industrial property to the east, 46 dBA Leq at the industrial property to the north, 37 dBA Leq at the industrial property to the west, and 39 dBA Leq at the nearest residence to the south across West La Brea Avenue. Estimated noise levels include a 5-dBA noise level reduction at the industrial property to the west that would be provided by the proposed building structure on site and a 5-dBA noise level reduction at residences to the south that would be provided by the existing wall located along the northern property line of the residential subdivision because these barriers would shield the proposed loading/unloading area from these receiving properties (FHWA 2011).

The proposed project would require daily truck deliveries, which would generate noise from idling, loading and unloading activities, and back-up alarms. The project site is located in an urbanized area and is adjacent to existing industrial uses and a railroad. Therefore, loading and truck deliveries are already a common occurrence in the project vicinity. According to the project site plans, a loading/unloading area would be developed adjacent to the proposed warehouse on the eastern side of the building. Delivery trucks would use this area for loading and unloading activities throughout which temporary noise would be generated. As discussed in Section 3.1, *Methodology*, of the technical study the delivery trucks are assumed to generate a noise level of 68 dBA Lmax at 30 feet from the source (Charles M. Salter 2017). Assuming a standard distance attenuation of 6 dBA per doubling of distance and using the conservative assumption that maximum instantaneous noise levels (Lmax) would be equivalent to average hourly noise levels (Leq), delivery truck noise levels would be approximately 61 dBA Leq at the industrial property to the east, 47 dBA Leq at the industrial property to the north, 39 dBA Leq at the industrial property to the west, and 41 dBA Leq at the nearest residence to the south across West La Brea Avenue, as measured from the center of the proposed loading/unloading area. Estimated noise levels include a 5-dBA noise level reduction at the industrial property to the west that would be provided by the proposed building structure on site and a 5-dBA noise level reduction at residences to the south that would be provided by the existing wall located along the northern property line of the residential subdivision because these barriers would shield the proposed loading/unloading area from these receiving properties (FHWA 2011).

The combined noise levels from HVAC equipment, forklifts, and truck deliveries at the nearest receiving properties are summarized in Figure 8 and compared to both the City's hourly daytime and nighttime noise level thresholds because the project's hours of operation would occur during daytime and during nighttime hours. As shown therein, noise levels would not exceed the daytime or nighttime hourly exterior noise level limits established by SMMC Section 5-5.04 and 5-5.05 for residential and industrial land uses at the nearest receiving properties. Therefore, impacts would be less than significant.

Figure 8 - Hourly Operational Noise Levels

Receiving Property	HVAC Equipment (dBA L_{eq})	Forklifts (dBA L_{eq})	Truck Loading/ Unloading (dBA L_{eq})	Combined Hourly Noise Level (dBA L_{eq})	Daytime Hourly Noise Level Threshold (dBA L_{eq})[1]	Threshold Exceeded?	Nighttime Hourly Noise Level Threshold (dBA L_{eq})[1]	Threshold Exceeded?
Industrial Property to the East	6	61	61	64	75	No	70	No
Industrial Property to the North	<1	46	47	50	75	No	70	No
Industrial Property to the West	<1	37	39	41	75	No	70	No
Residences along West Durham Way, South of West La Brea Avenue	<1	39	41	43	55	No	45	No

dBA = A-weighted decibel; L_{eq} = average noise level equivalent

Note: The noise levels reported in the table account for the noise level reductions provided by the proposed warehouse building structure on site and the existing wall located along the northern property line of the residential subdivision located to the south of West La Brea Avenue, which would shield nearby receiving properties from some or all of the on-site operational noise sources.

[1] Source: SMMC Sections 5-5.04 and 5-5.05 (see Table 6 in Section 2.5, *Regulatory Setting*)

Figure 9 summarizes 24-hour operational noise levels associated with the project, assuming project operation would occur from 6:00 a.m. to 4:00 p.m., and compares noise levels to the 24-hour exterior noise standards contained in Table N-4 of the Santa Maria General Plan Noise Element. As shown therein, the combined exterior 24-hour operational noise levels would not exceed the 24-hour exterior noise level thresholds at the nearest receiving properties. Therefore, operational noise impacts would be less than significant.

Figure 9. Twenty-Four (24) Hour Operational Noise Levels

Receiving Property	Combined Exterior 24-Hour Noise Level (CNEL)	24-Hour Exterior Noise Level Threshold (CNEL)[1]	Threshold Exceeded?
Industrial Property to the East	63	70	No
Industrial Property to the North	49	70	No
Industrial Property to the West	36	70	No
Residences Along West Durham way, South of West La Brea Avenue	38	60	No

CNEL = Community Noise Equivalent Level

[1] Source: Table N-4 of the Santa Maria General Plan Noise Element (see Table 5 in Section 2.5, *Regulatory Setting*)

Off-Site Traffic Noise

The project would generate new vehicle trips that would contribute to existing off-site traffic noise, primarily on West La Brea Avenue, which has an estimated existing daily traffic volume of 1,000 ADT (see Section 3.1, Methodology, of the technical study). Based on the trip generation estimated in the Trip Generation Study, the proposed project would generate approximately 71 ADT on weekdays (Associated Transportation Engineers 2021). Therefore, the project would result in a net total of approximately 1,071 ADT (existing plus project ADT) on West La Brea Avenue. The project would increase existing traffic volumes and associated off-site traffic noise levels by approximately 7 percent, which equates to an increase of approximately 0.3 dBA. As stated in Section 3.2, Significance Thresholds, of the technical study, the project would have a significant impact if existing off-site traffic noise were increased by 3 dBA. Therefore, off-site traffic noise impacts would be less than significant.

b. The project would generate groundborne vibration during construction. Groundborne vibration would not exceed the applicable vibration thresholds for human annoyance and structural damage at the nearest building, and construction-related vibration impacts would be less than significant. The project would not include operational sources of vibration, and no operational vibration impact would occur.

Construction vibration estimates are based on vibration levels reported by Caltrans and the Federal Transit Administration (Caltrans 2020; FTA 2018). Certain types of construction equipment can generate high levels of groundborne vibration. Construction of the proposed project would utilize loaded trucks, front-end loader, and excavators. Vibration impacts are assessed from the edge of construction activity. Therefore, the use of a large bulldozer was assumed to occur at a distance of 135 feet from the nearest structures, which are industrial uses to the east of the project site, and loaded trucks were assumed to operate at a distance of 50 feet (i.e., the distance from the centerline of the nearest travel lane on West La Brea Avenue to the nearest structure, which is a residence to the south along West Durham Way). As shown in Figure 10, groundborne vibration from construction equipment would not exceed 0.24 in/sec ppv (the threshold for impacts to humans) or 1.5 in/sec ppv (the threshold for structural damage) at the nearest structures.

Figure 10. Vibration Levels at Nearest Building

Equipment	Estimated Vibration Levels (in/sec ppv)
Large Bulldozer[1]	0.01
Loaded Truck	0.04
Threshold for Human Annoyance	0.24
Threshold Exceeded?	No
Threshold for Structural Damage	1.5
Threshold Exceeded?	No

[1] Measured at a distance of 135 feet (i.e., the distance from the project site boundary to the nearest structure to the east).

[2] Measured at a distance of 50 feet (i.e., the distance from the centerline of the nearest travel lane on West La Brea Avenue to the nearest structure to the south).

See Appendix E for vibration analysis worksheets.

The proposed project would not include significant stationary sources of vibration, such as heavy vibration-generating equipment operations. Therefore, the operational vibration impact would be less than significant.

c. The airport closest to the project site is the Santa Maria Public Airport located approximately four miles south of the project site. The project site is not located in an Airport Influence Area for this airport (Santa Barbara County Airport Land Use Commission 1993). In addition, the project site is not near a private airport. Therefore, the project would not expose people residing or working in the project area to excessive noise levels, and no impact would occur.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant environment impacts to mineral resources. Therefore, no mitigation measures are required.

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: Santa Maria consistently has been the fastest growing city in Santa Barbara County over the last two decades. From Census 2000 to Census 2010, 90% of the county's population growth occurred in the City of Santa Maria. It is anticipated that this trend will continue throughout the current decade as Santa Maria continues to be the hub for Northern Santa Barbara County. The City is currently in the midst of the 2015-2023 Regional Housing Needs Allocation housing targets.

Impact Discussion:

a. The proposed project would develop a warehouse and distribution facility in an area of the City zoned for M-2 (General Manufacturing) zone district uses. The facility would provide 6 new jobs which would not induce substantial unplanned population growth. The proposed project would be located in an urbanized portion of the city with existing infrastructure and the new jobs that would be created are likely to be filled by the existing employment base. Therefore, the impacts related to the inducement of substantial unplanned population growth, directly or indirectly, would be less than significant.

b. The project is located in an area planned and zoned for industrial development. The project site is neither suitable nor appropriately zoned to allow for residential development and would not displace existing people or housing, or necessitate the construction of additional housing. Therefore, no impacts would occur.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant environment impacts to population and housing. Therefore, no mitigation measures are required.

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: The City of Santa Maria provides the following public services: fire, recreation and park, community development, public works, police protection, libraries, water, drainage, wastewater and solid waste. The project site is approximately 2.0 miles to the southeast of City of Santa Maria Fire Department Station #2

located at 416 Carmen Lane. The project site would be served by the City of Santa Maria Police Department Station located at 1111 West Betteravia Road which would be approximately 1.5 miles away. The Santa Maria Bonita School District serves the City's elementary and junior high-schools, the high-schools are served by the Santa Maria Joint Union High School District. Minami Park is the nearest park to the project site and is about 0.8 miles away.

Impact Discussion:

a.i-iv. The project site is located within an existing developed area of the City that can accommodate the proposed development with the existing public services that have been established. The new project facilities 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. The project would not result in the need for expanded fire or police services. The impacts to fire and police response times or performance objectives would be minimal, and these services would remain in place to respond in the event of an emergency at the project site. The project would not be growth-inducing, it would not result in a significant increase in school-aged children in the area. The proposed project would not induce population growth or contribute significantly to the demand on park facilities The project would not significantly impact schools, parks, roads or other public facilities. Therefore, the impact on public services (Fire protection, Police protection, Schools, Parks and other public facilities) in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services would be less than significant.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant environment impacts to public services. Therefore, no mitigation measures are required.

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. Specifically, the City's General Plan lists the following existing facilities: parks, playfields (baseball, softball, soccer fields, football fields, tennis and handball/racquetball), community centers, social-cultural centers, senior centers, gymnasiums, community swimming pools and aquatic centers. Minami Park is located

approximately 0.9 mile 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.

Impact Discussion:

a. The proposed project would only result in a minor increase in demand of the use of existing parks or other recreational facilities because the project would only utilize six employees and it is not anticipated that recreation facilities would be frequented by the employees. The minor potential increase in use would not lead to substantial physical deterioration or acceleration of deterioration of such resources. Therefore, no impact would occur.

b. The project does not include the construction or expansion of recreational facilities and would not require the construction or expansion of existing recreational facilities in the project area. Therefore, no impact would occur.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant environment impacts to recreation. Therefore, no mitigation measures are required.

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: Regional access to the City of Santa Maria is provided by the U.S. 101 Freeway. U.S. 101 extends south of Santa Maria to the City of Santa Barbara and beyond to the Los Angeles area. North of Santa Maria, U.S. 101 passes through San Luis Obispo County. The major existing north-south streets serving Santa Maria are Broadway, Blosser/Skyway, and Miller. The major east-west streets serving Santa Maria are Donovan Road, Alvin Avenue, Main Street, Stowell Road, Battles Road, McCoy Lane, and Betteravia Road. The City provides four types of public transportation services. The City's Rail System includes passenger and freight service. Trails and paths as well as bike lanes serve as the primary form of pedestrian transportation. Commercial and General Aviation from the Santa Maria Public Airport District is also provided. The City also provides the Santa Maria Area Transit (SMAT) Public Transit bus service citywide. Other regional bus services include the Breeze Bus, Clean Air Express, Guadalupe Flyer and Regional Transit Authority (RTA) Route 10.

Impact Discussion:

a. A traffic and vehicle miles traveled (VMT) analysis was provided from Associated Transportation Engineers (ATE) which analyzed the project's impacts on transportation resources (see Attachment

7). The traffic study utilized the Institute of Transportation Engineers (ITE) Trip Generation Manual warehouse rate (Land Use Code #150) for trip generation analysis combined with a recent study from June of 2019, completed by ATE, for a nearby project in the study area which reviewed performance levels at nearby intersections. The project analysis determined that 71 Average Daily Trips (ADT), 7 AM Peak Hour Trips (PHT) and 8 PM PHT would be generated by the project. The June 2019 traffic study that was completed in the project area showed that adjacent intersections (Blosser Road/La Brea Avenue and Blosser road/Stowell Road) currently operate at acceptable levels of service. The addition of the trips generated from the project to the street network would not generate impacts or be inconsistent with the City's transportation polices related to traffic operations because a less than significant change in intersection performance would occur. This project's relatively minor traffic additions would not degrade operations to unacceptable levels. Therefore, the implementation of the project would have a less than significant impact to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

b. Screening criteria to determine thresholds of significance for the assessment of VMT have been established by the City of Santa Maria to determine transportation impacts. The City of Santa Maria's Environmental Procedures and Guidelines summarizes the different screening thresholds to be used in determining a project's impact on VMT. The adopted thresholds are in compliance with Senate Bill 743. The following discretionary development projects are not subject to VMT analysis:

    1. A discretionary retail development project that is 50,000 square feet or less. Does not apply to regional shopping centers that predominately serve customers that live outside of the City limits.
    2. Affordable housing projects where a minimum of 20 percent of the units are deed restricted for low or very low income residents.
    3. Small discretionary development projects that would generate or attract fewer than 110 daily trips (per CEQA). Examples include a project with 11 or fewer single family residential units, 20 or fewer multi-family units, or an office of 6,800 square feet or less.
    4. Residential and non-residential land uses located in the green Transportation Analysis Zone (TAZ) areas of the Countywide Average Home-Based VMT per Capita and per Employee Maps (Appendix A and B) are expected to generate VMT at 85 percent or less of the baseline average rate and are presumed to have less than significant VMT impacts.
    5. Infrastructure projects listed in Appendix C1

    The project would not conflict with or be inconsistent with CEQA Guidelines section 15064.3, b because the project generates 71 ADT which is under the 110 daily trips threshold and is exempt from further VMT analysis. Therefore, the impact upon vehicle miles traveled would be less than significant.

c. The project would not change the design or alignment of any adjacent roadways and does not include any road improvements or design features that would increase hazards or would introduce incompatible uses. All improvements would adhere to the City of Santa Maria Municipal Code Section 12-33 (Commercial and Industrial Performance Standards) as well as Sections 12-27.02 and 12-27.03 regarding site distance requirements. The City of Santa Maria Public Works Department has reviewed the project and confirmed that no hazards roadway conditions would be created from the project. Therefore, no impacts related to hazardous design features would occur.

d. The project would be required to conform to the City's Municipal Code Chapter 7 regarding traffic and safety regulations. Emergency access into the project site would be provided directly off La Brea Avenue. Additionally, the project has been reviewed by the City of Santa Maria Fire Department and would be required to provide minimum width access roads to allow fire apparatus access to the proposed building. Access and circulation would be designed to comply with all safety and street improvement standards per the City's Fire Department requirements and the City's traffic regulations. Therefore, no impacts related to emergency access would occur.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant environment impacts to transportation. Therefore, no mitigation measures are required.

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 Santa Maria Valley is not considered to be a major archaeological or paleontological resource area. The Santa Ynez Tribal Elders Council as well as other Tribe's identified on the Native American Heritage Commission Tribal Consultation List for Santa Barbara County are routinely contacted to determine if consultation on CEQA documents is required in accordance with AB 52.

Impact Discussion:

a.i, ii. The proposed project is on a vacant site which has been graded and is seasonally mowed. The potential for the existence of buried archaeological materials within the project area is considered low based on the historic physical setting, the previous grading, the historic use of the site for agriculture, the regular clearing of vegetation off the site, and extent of those previous disturbances. 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). The Lead Agency has not identified any significant resource as defined in Public Resources Code section 5024.1, on the site. The Project would not cause an adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. Therefore, the project would have no significant impact to historical resources and no mitigation is required.

The City has notified California Native American tribes who have formally requested notification on CEQA projects under Assembly Bill 52. This notification affords California Native American tribes the opportunity for consultation pursuant to Public Resources Code § 21080.3.1. The City was not contacted by any of the notified California Native American tribes after notification from the City. However, the City has added a mitigation measure for a "discovery clause" whereby work would cease and the Tribe would be notified if a tribal cultural resource was inadvertently discovered during ground-disturbing activities. Therefore, the project would have a less than significant impact with mitigation incorporated.

Mitigation Measure(s) incorporated into the project:

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

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

19. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 primary utility services the City provides are related to water, wastewater and solid waste. The City of Santa Maria derives water from multiple supply sources including local groundwater, purchased water from the State Water Project, associated return flows recaptured from the Santa Maria Groundwater Basin, assigned rights to water from the Santa Maria Groundwater Basin, and assigned rights to augmented yield from Twitchell Reservoir**.** The City's Wastewater Treatment Plant is located on the west side of Santa Maria on Black Road. The treatment capacity of the Wastewater Treatment Plant was expanded to 13.5 million gallons a day in 2010. The City of Santa Maria owns and operates a non-hazardous Class III Regional Landfill located on the east side of Santa Maria. The City operates a fleet of solid waste collection vehicles that collect a majority of solid waste generated in the City and brought to the Santa Maria Regional Landfill. Curbside recycling is also collected by the City fleet.

Impact Discussion:

a,b. The proposed project is not expected to be a high-water user and would connect to an existing water main on La Brea Avenue. The estimated water usage for the project is 0.69 acre-feet per year. The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The City of Santa Maria derives water from multiple supply sources including local groundwater, purchased water from the State Water Project, associated return flows recaptured from the Santa Maria Groundwater Basin, assigned rights to water from the Santa Maria Groundwater Basin, and assigned rights to augmented yield from Twitchell Reservoir. The City's groundwater supplies are derived from seven active groundwater wells within the Santa Maria Groundwater Basin, which have a capacity of 23,426 Acre-feet a Year (AFY). According to the 2020 Annual Hydrologic Report, the municipal groundwater pumpage in 2020 for the City was 7,492 AFY. Assessment of hydrogeologic conditions in 2020 showed that groundwater levels were similar to those in 2019, with one localized low in the Twitchell Recharge Area.

The project will be required to comply with Chapter 8-12 of the City Code (Wastewater Collection, Treatment and Disposal) and any wastewater discharged to the City system must not interfere with the functioning of the City wastewater treatment plant or compliance with its discharge requirements. Therefore, the wastewater treatment requirements of the Central Coast Regional Water Quality Control Board would not be exceeded, and potential impacts would be less than significant.

The project would construct two separate bio-retention basins and infiltrate stormwater from a 95th percentile storm event. 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. All on-site stormwater management design features would be consistent with the City of Santa Maria standards and specifications and would be approved by the City Engineer. The City is covered by the State Water Resources Control Board (SWRCB) Order No. 2013-0001-DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000004. The City

Municipal Code includes Chapter 8-12A (Stormwater Runoff Pollution Prevention) as part of meeting the state requirements. Section 8-12A.04 prohibits stormwater discharges unless they are in conformance with the statewide General Permit and with the specific requirements of the RWQCB Resolution No. R3-2013-0032 Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region. The stormwater improvements to detain and biologically treat stormwater prior to its discharge would all be on-site. The project would not necessitate the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities. No offsite drainage improvements or modifications would be necessary. Therefore, impacts would be less than significant.

c. Wastewater treatment services would be provided to the project site by the City of Santa Maria's Utility Department and treated at the wastewater treatment plan, which has a capacity of 13.5 million gallons a day. The City of Santa Maria's 2020 Urban Water Management Plan estimates that by 2025, the City will treat up to 8 million gallons a day of wastewater. The project is not a high-water user estimated to use 0.69 acre-feet per year and is estimated to produce 50 gallons of wastewater per day, and therefore would not necessitate the expansion of an existing wastewater facility based on the City's current treatment capacity. The City's Public Works Department has reviewed the project and determined the existing City facilities have sufficient capacity to serve the proposed project and implementation of the project would not require the construction of a new water or wastewater facilities to serve the project. This is consistent with the findings from the City's 2012 Utility Capacity Study. Therefore, impacts would be less than significant.

d,e. The proposed project would rely on the City's solid waste collection services and facilities. The proposed project would result in 40,854-square-feet of new building area, which per the City of Santa Maria's minimum industrial collection development standards (Standard Detail MS-16A) would require one new 4-cubic yard trash bin, one new 4-cubic yard recycle bin, and two 60-gallon organics containers. According to the Estimated Solid Waste Generation Rates from CalRecycle, the proposed warehouse would generate approximately 106 tons of solid waste per year. Based on the existing and projected available capacity of the solid waste facility, the proposed development would not result in the need for new or expanded solid waste facilities.

The City of Santa Maria currently disposes of solid waste at the Santa Maria Regional Landfill, located at 2065 East Main Street in Santa Maria, with estimated remaining capacity of 79 acres of active landfill area according to the Final Environmental Impact Report completed in 2010 for the City's Integrated Waste Management Facility Project. The City has also initiated development of a new landfill in the City – the Santa Maria Integrated Waste Management Facility (Los Flores Ranch Landfill; Facility No. 42-AA-0076), located in the Solomon Hills approximately 8 miles southwest of the City of Santa Maria and 0.5 mile east of U.S. Highway 101 in an unincorporated portion of Santa Barbara County. The new facility will have a design capacity of approximately 131 million cubic yards of waste with an estimated closure date of 2105. The permit for the new facility is consistent with the Santa Barbara County Integrated Waste Management Plan, which was approved by the California Department of Resource Recycling and Recovery (CalRecycle) on October 18, 2011 as well as the standards adopted by the CalRecycle, pursuant to Public Resources Code (PRC) 44010. In addition, the design and planned operation of the facility is consistent with the State Minimum Standards for Solid Waste Handling and Disposal as determined by the enforcement agency based on review of the January 11, 2011 Joint Technical Document, pursuant to PRC 44009. Additionally, the proposed facility expansion would be required to comply with applicable federal, state, and local regulations regarding solid waste. Therefore, impacts associated with solid waste and the need for new or expanded solid waste facilities would be less than significant.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant environment impacts to utilities and service systems. Therefore, no mitigation measures are required.

20. WILDFIRE

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

Setting: The potential for wildland fire in the Santa Maria Planning Area is characterized by limited grassland and brush fires due to the absence of extensive tracts of mountainous and brush covered terrain. The most significant wildland fire hazards in the Planning Area are associated with the coastal sage scrub and grass covered slopes in the Casmalia and Solomon Hills to the south of the City. The oak savannah hillsides to the east of U.S. 101 and north of Clark Avenue represent another wildland fire hazard area. The Santa Maria Valley Oil Field represents another type of fire risk. The project site is a flat space that primarily contains seasonally cut grasses and does contain an abandoned oil well.

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 improvements 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 primarily surrounded by urban development on all sides with the exception of an undeveloped lot to the west where a drainage basin is located and is not located adjacent to a wildland area or a state responsibility area. According to the Safety Element in the City's General Plan, the Santa Maria Valley is not susceptible to high wildland fire risks (City 1995). This conclusion is further supported by the California Department of Forestry and Fire Protection's Fire and Resource Assessment Program Fire Hazard Sensitivity Zone Viewer. This map indicates that the project site is not located within a Very High Fire Hazard Severity Zone. The proposed project is not located in or near a state responsibility area or lands classified as very high hazard severity zones. Therefore, the project would not be exposed to risks from wildland fires and impacts would be less than significant.

c. The site is in an urban area, with adjacent industrial development and intensive farming operations. The project site is adjacent to La Brea Avenue, which is existing and mostly developed. Connections

to existing utilities will be required of the project, and these connections will be sized to adequately serve the facility. These improvements will not exacerbate fire risk therefore the project would cause no impact.

d. The project site is relatively flat. The project site is not located within an area that has been identified by the State of California 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 structures to significant downstream flooding impacts as a result of runoff or drainage changes. Implementation of the proposed project would not exacerbate the existing downslope or downstream flooding or landslides. 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 environment impacts to wildfire. Therefore, no mitigation measures are required.

FIGURES

Figure 1 – Project Vicinity Map

Figure 2 – Project Locations Map

Figure 3 – Project Site Map

Figure 4 - Estimated Annual Construction Emissions

Figure 5 – Estimated Average Daily Operational Emissions

Figure 6 – Estimated GHG Emissions During Construction

Figure 7 – Combined Annual GHG Emissions

Figure 8 – Hourly Operational Noise Levels

Figure 9 – Twenty-four (24) Hour Operational Noise Levels

Figure 10 – Vibration Levels at Nearest Buildings

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ATTACHMENTS

1. Plan Set
2. Air Quality/GHG Study
3. Project Data
4. Geotechnical Investigation
5. Phase I Environmental Site Assessment
6. Noise & Vibration Technical Study
7. Traffic and VMT Analysis

CONSULTATION AND DATA SOURCES

CONSULTATION SOURCES

City Departments Consulted

	Administrative Services
	Attorney
X	Fire
	Library
	City Manager
X	Police
X	Public Works
X	Utilities
X	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
	Golden State 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

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

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		

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS

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

1. The development of the proposed warehouse and distribution facility at the project site could have the potential to result in impacts associated with air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials and tribal cultural resources (see Section 3, Air Quality; Section 5, Cultural Resources; Section 8, Greenhouse Gas Emissions; Section 9, Hazards and Hazardous Materials; and Section 18, Tribal Cultural Resources). Mitigation measures have been identified to reduce potential impacts to a less-than-significant level, including but not limited to, protection and inadvertent discovery of archaeological and human remains protocol. Implementation of Mitigation Measures CR-1, and CR-2 would reduce potential impacts associated with degradation of the quality of the environment, reduction of the habitat of a fish or wildlife species, or elimination of important examples of major periods of California prehistory to *less than significant.*

2. When project impacts are considered along or in combination with other reasonably foreseeable impacts, the project's potential cumulative impacts may be significant. Mitigation measures have been incorporated into the project to reduce project-related impacts to a less-than-significant level. Based on implementation of identified project-specific mitigation measures and the relatively limited number and extent of potential impacts, the cumulative effects of the proposed project would not be cumulatively considerable and would be less than cumulatively considerable and *less than significant*.

3. The development of the proposed warehouse and distribution facility at the project site could have the potential to result in impacts associated with air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials and tribal cultural resources. Mitigation measures have been identified to reduce potential impacts to a less-than-significant level, including but not limited to, fugitive dust control measures, 100% renewable energy sources and diesel exhaust control measures. Implementation of these measures would reduce potential adverse effects on human beings to *less than significant.*

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 the effects that remain to be addressed.

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

Cody Graybehl
Environmental Analyst

12/21/21
Date

Chuen Ng
Environmental Officer

12/21/2021
Date

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