

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 1992111054

Project Title: Rivergate Roemer Specific Plan Amendment, General Plan Land Use Map Amendment and Rezone Project

Lead Agency: City of Santa Maria

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Project Location: Santa Maria

City

Santa Barbara

County

Project Description (Proposed actions, location, and/or consequences).

The Rivergate Roemer Specific Plan Amendment, General Plan Land Use Map Amendment and Rezone Project would amend a portion of the 1994 Specific Plan (described in more detail in Section 1, Introduction) and would include corresponding amendments to the City of Santa Maria General Plan (Land Use Policy map and Zoning Map, to rezone a 37.6 acre site FROM PD/C-2 (Planned Development/General Commercial), PD/FS (Planned Development/Freeway Service), PD/R-3 (Planned Development/High Density Residential) and OS (Open Space) TO PD/C-2 (Planned Development/General Commercial) (29.5 acres) and OS (Open Space) (8.1 acres). The approximately eight acres of open space is reserved for the future U.S. 101/Broadway-Highway 135 interchange and extension of Seaward Drive.

Location: Southeast of the U.S. 101/Broadway-Highway 135 interchange, between U.S. 101 to the west, East Borges Road alignment to the south, and the Seward Road Alignment to the northwest.

The draft SIER analyses the potential construction of up to 400,000 square feet of retail/commercial development, with the possibility of future mixed use opportunities, including the potential of secondary office and residential uses.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The Project is identified to have potential significant effects on: Aesthetics, Biological Resources, Cultural Resources, and Tribal Cultural Resources. Air quality impacts related to mobile-source operational emissions would be significant and unavoidable. The impacts identified for all other issue areas would be less than significant, or less than significant with mitigation.

Mitigations include: AES-1 Siting Requirements, AES-2a Screening Requirements for Nighttime Lighting, AES-2b Lighting Specifications, AQ-2a Transportation Demand Management, AQ-2b Energy Conservation, AQ-2c Transit Route Extensions, BIO-1a Best Management Practices, BIO-1b Worker Environmental Awareness Program, BIO-1c Nesting Birds Impact Avoidance and Minimization, BIO-1d Roosting Bats Impact Avoidance and Minimization, BIO-1e Western Pond Turtle, Western Spadefoot, and Two-Striped Garter Snake Impact Avoidance and Minimization, BIO-1f California Red-legged Frog Impact Avoidance and Minimization BIO-1g American Badger, Blainville's Horned Lizard, and Northern California Legless Lizard Impact Avoidance and Minimization, BIO-2 Habitat Mitigation and Monitoring Plan, GHG-1 GHG Emissions Reduction Plan, N-1a Hours of Construction, N-1b Construction Noise Reduction Measures, N-3a HVAC Equipment, N-3b Parking Lots, TCR-1a Extended Phase I (XPI) Testing Program, and TCR-1b Unanticipated Discoveries.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Based on comments received during the NOP comment period, the following issues are known to be of concern and may be controversial. Each issue is further evaluated in this Supplemental EIR. The NOP, as well as comment letters received regarding the NOP, are presented in Appendix A of this Supplemental EIR.

- Increased traffic and impacts to circulation, specifically at the U.S. 101/Broadway-Highway 135 interchange
- Impacts to housing supply
- Potential increases to Vehicle Miles Traveled and greenhouse gas (GHG) emissions
- Historic use of hazardous wastes/substances, contaminated sites identification, investigation, and remediation
- Grading and drainage, flooding, and impacts to the nearby Santa Barbara County Flood Control and Water Conservation District facilities/property
- Santa Barbara County Air Pollution Control District (APCD) authority and permitting requirements, attainment status and consistency with APCD Ozone Plan, construction and operational impacts to air quality and sensitive receptors, and transportation measures to reduce potential air quality impacts
- Global climate change/GHG emissions impacts
- Tribal cultural resources and extended archaeological analysis

Provide a list of the responsible or trustee agencies for the project.

Lead Agency:

City of Santa Maria.

Responsible Agencies:

California Regional Water Quality Control Board (RWQCB), Central Coast Region.

Santa Barbara County Air Pollution Control District.

California Department of Transportation, District 5.

Trustee Agency:

California Department of Fish and Wildlife.

Commenting Agency:

Santa Barbara County Flood Control District.

US Fish and Wildlife Service.

Governor's Office of Planning & Research
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