



110 S. PINE STREET #101 (ON HERITAGE WALK) • SANTA MARIA, CALIFORNIA 93458-5082 • 805-925-0951 • TDD 925-4354

## **PUBLIC NOTICE OF AVAILABILITY OF ENVIRONMENTAL DOCUMENT NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION**

Notice is hereby given that a draft Mitigated Negative Declaration has been prepared for the below described project in accordance with the provisions of the California Environmental Quality Act of 1970, as set forth in the Public Resources Code, Sections 21000 to 21174, as amended. No significant adverse effects on the environment are anticipated to result from this project.

1. Environmental Document No: GPZ2018-0006
2. Applicant: City of Santa Maria
3. Project Description:
  - A. Project Title: Costco General Plan and Zoning Amendment
  - B. Assessor's Parcel Numbers: 128-139-019, -020 (9.4 acres)
  - C. Location: 1335 and 1355 South Bradley Road, Santa Maria, California 93454
  - D. Proposed Development: The project comprises of two actions: amending the General Plan and amending the Official Zoning Map for the 9.4-acre site consisting of two parcels (Assessor's Parcel Number [APN] 128-139-019, -020). The project site is fully developed, and includes an existing 130,365-square-foot commercial retail warehouse on parcel 128-139-019, which was previously occupied by Costco Wholesale from 1988 to 2017. A 4,045-square-foot fast food restaurant occupied by Carl's Jr. currently operates on parcel 128-139-020. No new project or construction is being proposed.

The draft Mitigated Negative Declaration and all documents referenced in the document may be reviewed at the Community Development Department, 110 S. Pine Street, #101, Santa Maria, CA, 93458, Phone No. (805) 925-0951, ext. 244, FAX No. 928-7565. The draft Mitigated Negative Declaration is also available for review in the Santa Maria Public Library, located at 421 S. McClelland Street, Santa Maria, CA. Written comments on the draft Negative Declaration will be accepted during the period from **February 18, 2019 to March 18, 2019**. Please submit comments on or before 5:00 p.m. on **March 18, 2019**, the close of the public comment period.





**CITY OF SANTA MARIA**  
**INITIAL ENVIRONMENTAL STUDY**  
**NEGATIVE DECLARATION**  
FEBRUARY 18, 2019

**COSTCO GENERAL PLAN AND ZONING AMENDMENT**

1335 and 1355 South Bradley Road

**PROJECT SUMMARY**

<b>Project Description</b>	Review of a General Plan Land Use Map Amendment and Zone Change (GPZ2018-0006) for the City of Santa Maria to change the General Plan Land Use Designation and Zoning of the 9.4 acre site from a LI (Light Industrial) Land Use Designation and PD/M-1 (Planned Development/Light Manufacturing) zoning district to a CC (Community Commercial) Land Use Designation and PD/C-2 (Planned Development/General Commercial) district.
<b>Location</b>	1335 and 1355 South Bradley Road
<b>Assessor's Parcel No.</b>	128-139-019, -020
<b>General Plan Designation</b>	Existing: Light Industrial (LI) Proposed: Community Commercial (CC)
<b>Zoning</b>	Existing: Planned Development/Light Manufacturing (PD/M-1) Proposed: Planned Development/General Commercial (PD/C-2)
<b>Size of Site</b>	9.4 Acres
<b>Present Use</b>	Vacant warehouse, fast food restaurant
<b>Proposed Uses</b>	Commercial
<b>Access</b>	South Bradley Road
<b>Surrounding Uses/Zoning</b>	
<b>North</b>	Planned Development/General Commercial (PD/C-2)
<b>South</b>	Planned Development/General Commercial (PD/C-2)
<b>East</b>	Planned Development/General Commercial (PD/C-2), Planned Development/Open Space (PD/OS)
<b>West</b>	Planned Development/Light Manufacturing (PD/M-1)
<b>Parking</b>	Required: 501 Existing: Reciprocal access agreement.

<b>Setbacks</b>	
<b>Front (South)</b>	Required: None required. Existing: None required.
<b>Rear (North)</b>	Required: None required. Existing: None required.
<b>Side Interior (East)</b>	Required: None required. Existing: None required.
<b>Side Street (West)</b>	Required: None required. Existing: None required.
<b>Building Coverage</b>	130,365 sf commercial retail warehouse, 4,045 sf fast food restaurant
<b>Procedure</b>	Planning Commission will propose recommendations to City Council regarding a mitigated negative declaration of environmental impacts for a General Plan Land Use and Zoning Map Amendment.

#### **GENERAL AREA DESCRIPTION:**

The subject site is a developed parcel located at 1335 and 1355 South Bradley Road (Attachment A, Vicinity Map). The General Plan Land Use and Zoning designations for the project site are Light Industrial (LI) and Planned Development/Light Manufacturing (PD/M-1) respectively.

The project site is within the east portion of Santa Maria. To the north and south are parcels within the PD/C-2 (Planned Development/General Commercial) district, developed with commercial retail. To the east is a parcel within the PD/OS (Planned Development/Open Space) district, and to the west land zoned for PD/LI (Planned Development/Light Industrial) district.

#### **ENVIRONMENTAL SETTING:**

Staff conducted a site visit on November 1, 2018. The proposed project site is developed within an existing commercial center with paved hardscapes, and is surrounded by other developed parcels within an urbanized area. The project site is unsuitable for supporting a habitat, and therefore no rare, endangered, or threatened plants, animals, or habitats exist on the project site. The proposed land use and zoning designations are consistent with the site's history of urban land use.

## PROJECT DESCRIPTION:

The project comprises of two actions: amending the General Plan and amending the Official Zoning Map for the 9.4-acre site consisting of two parcels (Assessor's Parcel Number [APN] 128-139-019, -020). The project site is fully developed, and includes an existing 130,365-square-foot commercial retail warehouse on parcel 128-139-019 which was previously occupied by Costco Wholesale from 1988 until 2017. A 4,045-square-foot fast food restaurant occupied by Carl's Jr. currently operates on parcel 128-139-020.

The General Plan Amendment would change the General Plan Land Use Designation and of the 9.4 acre site from a LI (Light Industrial) Land Use Designation. The amendment to the Official Zoning Map would change the zoning district of the project site from a PD/M-1 (Planned Development/Light Manufacturing) zoning district to a CC (Community Commercial) Land Use Designation and PD/C-2 (Planned Development/General Commercial) zoning district, to allow for future commercial uses in the existing adjacent shopping center.

## PROJECT REVIEW:

The environmental impacts associated with the development of the site were determined using the City of Santa Maria Staff Project Environmental Checklist (attached), on-site inspection, various computer models, and information provided by the applicant (add others as needed). Based on the above mentioned sources, no adverse impacts are associated with the Costco Re-zone project.

## IMPACT SUMMARY TABLE

	Proposed Project
Size of Site	9.4-Acres
Size of Building	130,365 sf commercial retail warehouse, 4,045 sf fast food restaurant
Average Daily Trips <sup>(1)</sup>	410
Weekend Daily Trips <sup>(1)</sup>	Saturday: 530 Sunday: 340

(1) ITE Trip Generation Manual 9<sup>th</sup> edition Volume 3: Data.

## ENVIRONMENTAL RECOMMENDATION:

Based on the information available at the time of preparation this report and, without benefit of additional information which may come to light at the public hearing, the Environmental Officer recommends that a Mitigated Negative Declaration be filed for the Costco Re-Zone project based upon information contained in File # GPZ2018-0006.

## PREPARED BY:



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

A handwritten signature in blue ink, appearing to read 'Ivana Yeung', written over a horizontal line.

Ivana Yeung, Environmental Analyst

A handwritten date '2/14/19' in blue ink, written over a horizontal line.

Date

A handwritten signature in blue ink, appearing to read 'Chuen Ng', written over a horizontal line.

Chuen, Ng, Environmental Officer

A handwritten date '2/14/19' in blue ink, written over a horizontal line.

Date



# **CITY OF SANTA MARIA**

## **Environmental Checklist / Negative Declaration**

### **Costco General Plan and Zoning Amendment**

### **General Plan Amendment (GPZ2018-0006)**

**1. Project Title and Location**

**Costco General Plan and Zoning Amendment**

1335 and 1355 South Bradley Road

Santa Maria, California 93454

Assessor's Parcel Number: 128-139-019, -020 (9.4 acres)

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

City of Santa Maria

Community Development Department

110 South Pine Street, Suite 101

Santa Maria, California 93458

Ivana Yeung, Associate Planner

(805) 925-0951 ext. 2552

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

City of Santa Maria

Community Development Department

110 South Pine Street, Suite 101

Santa Maria, California 93458

Ivana Yeung, Associate Planner

(805) 925-0951 ext. 2552

**4. General Plan Land Use Classification**

Existing: Light Industrial (LI)

Proposed: Community Commercial (CC)

**5. Zoning Designation**

Existing: Planned Development/Light Manufacturing (PD/M-1)

Proposed: Planned Development/General Commercial (PD/C-2)

**6. Surrounding Land Uses and Setting**

The 9.4-acre project site (Assessor's Parcel Number [APN] 128-139-019, -020) is located at 1335 and 1355 South Bradley Road in the City of Santa Maria, California. The project site is located in a shopping center south of East Stowell Road, west of South Bradley Road and U.S. Highway 101. North and south of the project site are commercial uses, east of the site is zoned open space, and west of the site is Allan Hancock Community College South Campus in the Public Facilities zoning district. Figure 1 shows the regional location of the project site in northeastern Santa Maria. Figure 2 shows the project site location relative to land uses in the vicinity.

The project site is currently developed with a 130,365-square-foot commercial retail warehouse and a 4,045-square-foot fast food restaurant (Carl's Jr.). Driveways and hardscapes cover an additional 21,400 square feet on the site.

**7. Description of Project**

The project comprises of two actions: amending the General Plan and amending the Official Zoning Map for the 9.4-acre site consisting of two parcels (Assessor's Parcel Number [APN] 128-139-019, -020). The project site is fully developed, and includes an existing 130,365-square-foot commercial retail warehouse on parcel 128-139-019 which was previously occupied by Costco Wholesale from 1988 until 2017. A 4,045-square-foot fast food restaurant occupied by Carl's Jr. currently operates on parcel 128-139-020.

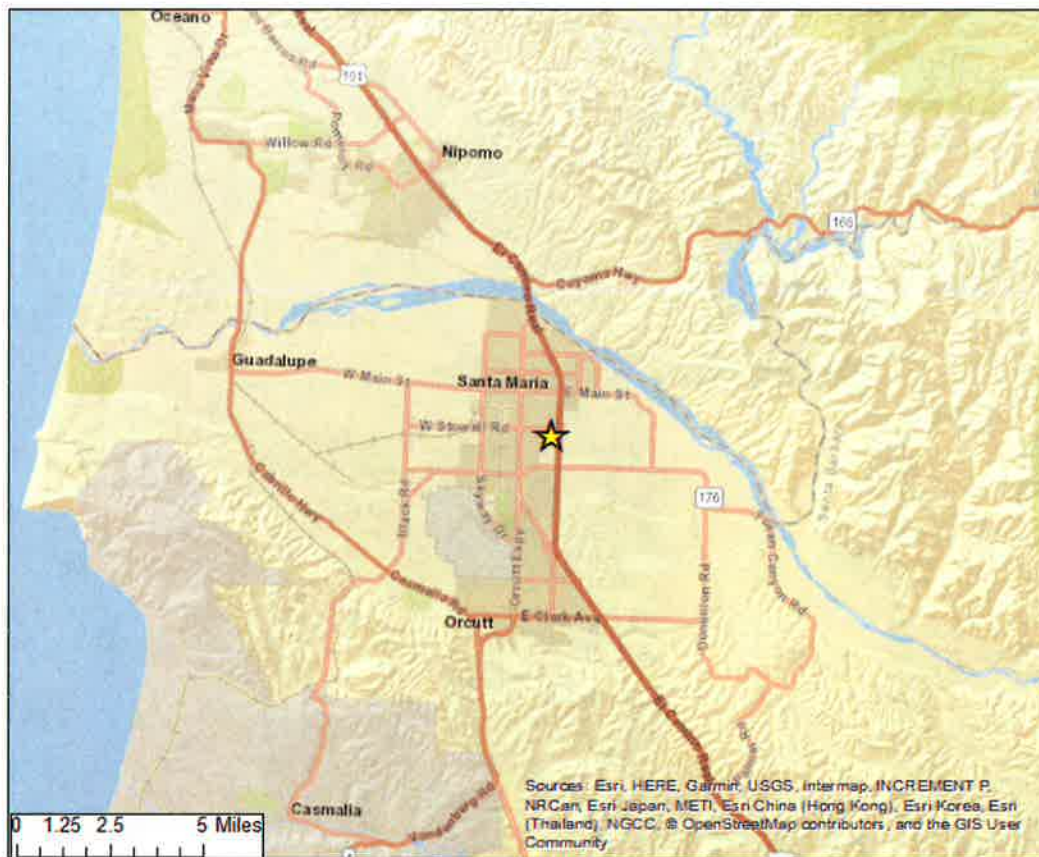
The General Plan Amendment would change the General Plan Land Use Designation and of the 9.4 acre site from a LI (Light Industrial) Land Use Designation. The amendment to the Official Zoning Map would change the zoning district of the project site from a PD/M-1 (Planned Development/Light Manufacturing) zoning district to a CC (Community Commercial) Land Use Designation and PD/C-2 (Planned Development/General Commercial) zoning district, to allow for future commercial uses in the existing adjacent shopping center.

**Public Agencies Whose Approval is Required**

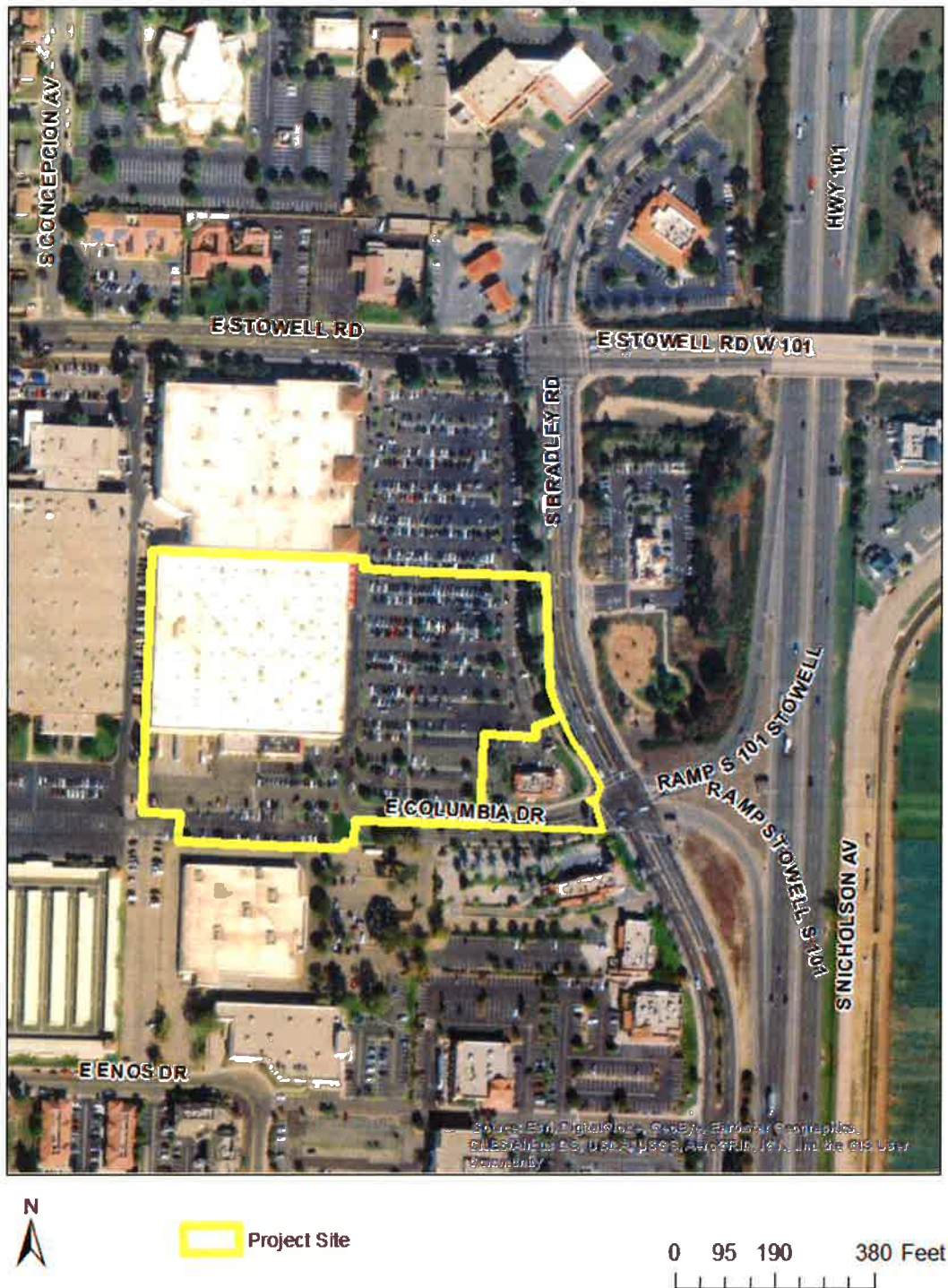
Agency	Permits/ Other Approvals
City of Santa Maria Community Development Department and Planning Commission  California Department of Transportation	<ul style="list-style-type: none"> <li>General Plan and Zoning Ordinance amendments.</li> </ul>



**Figure 1 Regional Location**



**Figure 2 Project Site Location**





**Figure 3 Existing Land Use Designations**

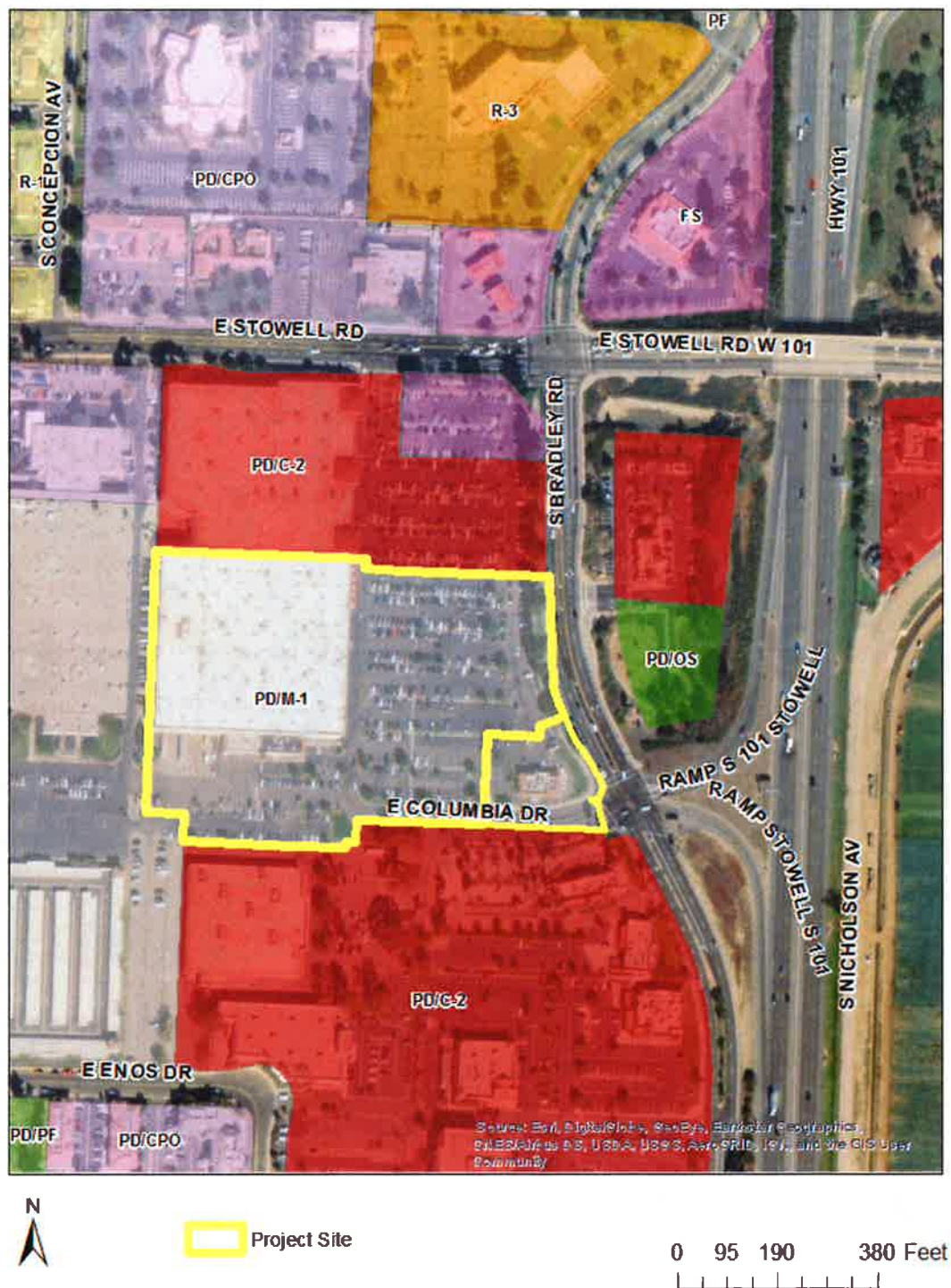
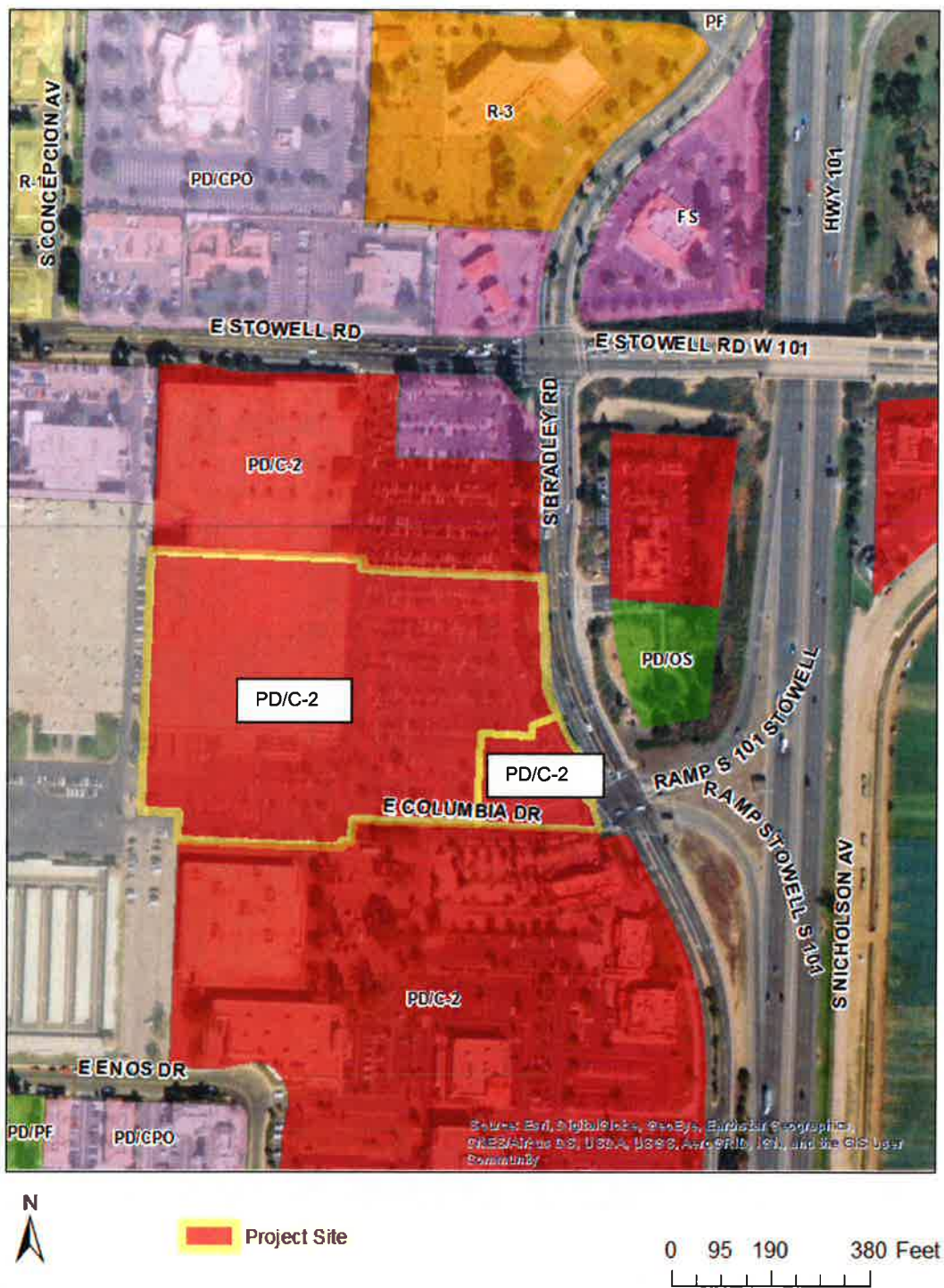


Figure 4 Proposed Land Use Designations



## 1. AESTHETICS/VISUAL 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 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. Substantially degrade the existing visual character or quality of the site and its surroundings?				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 on a commercial site on the southwest corner of East Stowell Road and South Bradley Road, in the mid-eastern portion of the city of Santa Maria in Santa Barbara County, less than a quarter mile from U.S. Highway 101. The topography in the project area is flat, with no significant scenic features or resources onsite or within the vicinity. The project site is fully developed with an existing commercial warehouse that previously operated as a Costco and a Car's Jr. fast-food chain restaurant within an urban landscape, including driveway and hardscapes. The adjacent commercial uses to the north are also fully developed in the same shopping center with a medium-scale grocer, beverage purveyor, and arts and crafts commercial retail. The light manufacturing district features automotive sales to the west.

### Impact Discussion:

- A scenic vista is defined as a viewpoint that provides expansive views of highly valued landscape for the benefit of the general public. According to the City's Resources Management Element of the General Plan, there are no designated scenic resources identified in the project vicinity. The project site is located within a relatively flat, urbanized area which was planned and zoned for light manufacturing, and is surrounded by completed commercial uses. The current vacant use and future uses would not obstruct views of any known unique or important scenic vistas within or in the immediately vicinity of the project site. *Therefore, the project would result in no impact to scenic vistas.*
- According to the City's General Plan and the California Scenic Highway Mapping System, U.S. Highway 101 is identified as an Eligible State Scenic Highway but is not officially designated. No locally important scenic resources have been identified in the project area. Although the project is located less than a quarter mile from U.S. Highway 101 and is visible from U.S. Highway 101, the project site is fully developed with a 130,365-square-foot commercial warehouse and existing Carl's Jr. restaurant and would not add additional visual impact to scenic resources within a scenic highway, including trees, rock outcroppings, or historic buildings as none of these resources exist along the project site. *Therefore, the project would not result in any impacts to scenic resources within a state scenic highway.*



- c. The project site is located in an urban area characterized by commercial building and is fully developed. The project would not result in any changes to the surrounding urban uses. Therefore, the project would not change the visual character of the site and surrounding areas from their existing condition. *Therefore, the project would result in no impact.*
- d. The project site is currently developed with a vacant commercial building and Carl's Jr. adjacent to existing commercial development which produces a similar amount of light and sources of glare as is anticipated for the General Plan and zoning change. No new development is proposed; therefore there will be no additional impact associated with light and glare. All new outdoor lighting fixtures will be subject to municipal code provisions which require light and glare onto adjacent properties be minimized. *Therefore, the project would result in no impacts associated with light and glare.*

**Mitigation measure(s) incorporated into the project:** None required.

## 2. AGRICULTURE AND FOREST RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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 majority of the land under agricultural production within the project vicinity is located in the unincorporated areas surrounding the City of Santa Maria, within the County of Santa Barbara. The project site is located within a heavily developed area of the city and is not currently used for productive agricultural purposes. The project site is a fully developed shopping center with commercial uses, and the adjacent and immediate vicinity is similarly developed without designation for containing prime soils.

**Impact Discussion:**

a-e The 9.4 acre project site is currently developed and maintained for commercial uses. According to the California Department of Conservation Farmland Mapping and Monitoring Program and Land Conservation Act maps the site is identified as Non-Williamson Act Urban and Built-Up Land. There is no active farmland, forest land, or timberland on the project site or in the project vicinity. Therefore, the project would not result in conversion of such lands, to non-agricultural or non-forest use. *No impact to farmland or agricultural resources would occur.*

**Mitigation Measure(s) incorporated into the project:** None required.

**3. AIR QUALITY**

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. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?				X

**Setting:**

The project site is located in the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura counties. The climate of Santa Barbara County and the larger SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high-pressure cell in the northeastern Pacific. The Mediterranean climate of the region produces moderate average temperatures, although extreme temperatures can be reached in the winter and summer.

Criteria Pollutant Regulation. In accordance with the California Clean Air Act, the California Air Resources Board (CARB) regulates the emission of airborne pollutants and have established ambient air quality standards for the protection of public health. Local control in air quality management is provided by CARB through multi-county and county-level Air Pollution Control Districts (APCDs). The CARB establishes statewide air quality standards and is responsible for the control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The project site is located in the Santa Barbara County portion

of the SCCAB and is under jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). The SBCAPCD administers many programs under the CARB review and permit authority over stationary point sources of air pollution.

Federal and state standards have been established for six criteria pollutants, including: ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulates less than 10 and 2.5 microns in diameter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead (Pb) (refer to Table 2). California air quality standards are identical to or stricter than federal standards for all criteria pollutants. Table 2 illustrates the current Federal and State Ambient Air Quality Standards.

**Table 2: Current Federal and State Ambient Air Quality Standard**

Pollutant	Federal Standard	California Standard
Ozone (O <sub>3</sub> )	0.070 ppm (8-hr avg)	0.09 ppm (1-hr avg) 0.070 ppm (8-hr avg)
Carbon Monoxide (CO)	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide (NO <sub>2</sub> )	0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.030 ppm (annual avg)
Sulfur Dioxide (SO <sub>2</sub> )	0.030 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1-hr avg)
Lead (Pb)	1.5 µg/m <sup>3</sup> (calendar quarter)	1.5 µg/m <sup>3</sup> (30-day avg)
Particulate Matter (PM <sub>10</sub> )	150 µg/m <sup>3</sup> (24-hr avg)	20 µg/m <sup>3</sup> (annual avg) 50 µg/m <sup>3</sup> (24-hr avg)
Particulate Matter (PM <sub>2.5</sub> )	12 µg/m <sup>3</sup> (annual avg) 35 µg/m <sup>3</sup> (24-hr avg)	12 µg/m <sup>3</sup> (annual avg)
Sulfates	No National Standards	25 µg/m <sup>3</sup> (24-hr avg)
Hydrogen Sulfide		0.03 ppm (1-hr avg)
Vinyl Chloride		ppm (24-hr avg)

ppm= parts per million

µg/m<sup>3</sup> = micrograms per cubic meter

Source: California Air Resources Board 2016.

**Current Ambient Air Quality:** The SBCAPCD monitors air pollutant levels to assure that air quality standards are met and, if they are not met, to also develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in *attainment* or as *non-attainment*.

Table 3 summarizes the annual air quality data for the local airshed. The CARB maintains over 60 air quality monitoring stations throughout California, including 18 stations in Santa Barbara County. Of the 18 stations in Santa Barbara County, eight are managed by SBCAPCD and ten are managed by CARB and private industry. The nearest monitoring station to the project site is located at 906 South Broadway in the City of Santa Maria, approximately 2.5 miles north of the project site, and is currently managed by CARB. Air quality parameters monitored at this station



include O<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>2</sub>, wind speed, wind direction, and ambient temperature. The data collected at this station is considered to be generally representative of the baseline air quality experienced at the project site.

The primary pollutants of concern in Santa Barbara County are ozone (O<sub>3</sub>) and particulate matter (PM<sub>10</sub>). In addition to these pollutants, particulate matter (PM<sub>2.5</sub>) and nitrogen dioxide (NO<sub>2</sub>) levels are monitored and recorded at monitoring stations within the County. Table 3 provides the number of days in a given year that the state or federal standard would have been exceeded had sampling occurred every day of the year. The major local sources for particulate matter (PM<sub>10</sub>) are agricultural operations, vehicle dust, grading, and dust produced by high winds. Ozone (O<sub>3</sub>) is a secondary pollutant that is not produced directly by a source, but rather is formed by a reaction in the presence of sunlight between nitrogen oxides (NO<sub>x</sub>) and reactive organic gases (ROG). Reductions in ozone concentrations are dependent on reducing the amount of these precursors. In Santa Barbara County, the major sources of ROG are motor vehicles, organic solvents, the petroleum industry, and pesticides; and the major sources of NO<sub>x</sub> are the marine shipping industrial operations, motor vehicles, and fuel combustion by various industrial sources (SBCAPCD 2013 Clean Air Plan). According to the CARB 2015 State and National Area Designation Maps, the County is in nonattainment for the state O<sub>3</sub> and PM<sub>10</sub> standards.

**Table 3: Ambient Air Quality Data at the Santa Maria – 906 S. Broadway Station**

Pollutant	2015	2016	2017
<b>Ozone, ppm – Hourly Maximum</b>	0.066	0.062	0.068
Number of days of State exceedances (>0.09 ppm)	0	0	0
<b>Ozone, ppm – Eight Hour (State)</b>	0.055	0.056	0.063
Number of days of State exceedances (>0.070 ppm)	0	0	0
Number of days of Nation exceedances (>0.070 ppm)	0	0	0
<b>Particulate Matter &lt;10 microns, µg/m<sup>3</sup>– Worst 24 Hours</b>	66.4	78.6	106.9
Number of samples of State exceedances (>50 µg/m <sup>3</sup> )	10	16	22
Number of samples of Federal exceedances (>150 µg/m <sup>3</sup> )	0	0	0
<b>Particulate Matter &lt;2.5 microns, µg/m<sup>3</sup>– Worst 24 Hours</b>	19.2	19.4	19.9
Number of samples of Federal exceedances (>35 µg/m <sup>3</sup> )	0	0	0
<b>Nitrogen Dioxide, ppm – Hourly Maximum</b>	46.1	36	44.1
Number of samples of State exceedances (>0.18 ppm)	0	0	0

Source: CARB, 2015-2017 Top 4 Summary

**Sensitive Receptors:** Certain population groups are considered more sensitive to air pollution than others. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Sensitive receptor locations include residences, schools, and hospitals. The nearest sensitive receptors to the project site include the single-family residences located directly south and east of the project site and the private school located approximately 30 feet north of the project site.

### Impact Discussion:

- The proposed change of land use designation and zoning would not significantly intensify the use of the land and would not result in a conflict with the Santa Barbara County Clean Air Plan (CAP) because no new development is being proposed on the project site. The 2013 Santa Barbara County CAP addresses the attainment and maintenance of state and federal ambient

air quality standards within the SCCAB. In order to be consistent with the CAP, a project's direct and indirect emissions must be accounted for in the growth assumptions of the CAP, and the project must be consistent with the policies in the 2013 CAP (SBCAPCD 2015). Vehicle use and emissions are directly related to population, and additional residents would result in increased vehicular use. Populations that remain within the CAP and Santa Barbara County Association of Governments (SBCAG) forecasts are accounted for with regards to SBCAPCD emissions inventories. No cumulatively considerable net increase of any criteria pollutant is expected as a result of the change in land use and zoning designation, because no new construction or developed is proposed for the project site, which is already developed with a 130,365-square-foot commercial warehouse and existing Carl's Jr. Restaurant. The project would not increase the population and associated vehicular use, and therefore would not conflict with or obstruct the implementation of the applicable air quality plan. *The potential impacts to air quality are less than significant.*

- b. Chapter 5 of the Santa Barbara County Environmental Thresholds and Guidelines Manual, as revised in February 2018 (County of Santa Barbara Planning and Development 2018) addresses the significance of a project's direct and indirect emissions for both short-term (construction) and long-term (operational) impacts. No quantitative threshold has been established for short-term, construction related fugitive dust (PM<sub>10</sub>); however, Santa Barbara County violates the state standard for PM<sub>10</sub>. The SBCAPCD requires dust control measures for all discretionary construction activities. The Santa Barbara County Environmental Thresholds and Guidelines Manual also states that the SBCAPCD has not established short-term thresholds for NOx or ROC emissions generated by construction equipment. Due to the non-attainment status of the air basin for ozone, the project should also implement measures recommended by the SBCAPCD to reduce construction-related emissions of ozone precursors (NOx and ROC) to the extent feasible.

Construction Emissions. No construction activities on the project site are expected to occur because the project site is already developed with a 130,365-square-foot commercial warehouse building and existing Carl's Jr. Restaurant. Because the future occupancy for commercial uses are unknown at this time, construction details were conservatively estimated based on the project's site's previous use and through a model by the CalEEMod defaults to capture scenario emissions. The results of the CalEEMod are included in Appendix A. Future project construction emissions may vary based on the finalized design and construction plans.

Operational Emissions. Long-term emissions would be generated by primarily by mobile sources from vehicular travel. Estimated operational air emissions were calculated for the proposed project using the CalEEMod. The results of the unmitigated estimated operational emission calculations for the proposed project indicate that the project would generate approximately 0.3 pounds per day of ozone precursors (ROC plus NOx).

According to Chapter 5 of the Santa Barbara County Environmental Thresholds and Guidelines Manual, as revised in February 2018 (County of Santa Barbara Planning and Development 2018) a proposed project would not have a significant impact on air quality if operation of the project would:

- emit (from all project sources, mobile and stationary), less than the daily trigger for offsets for any pollutant (currently 55 pounds per day for NOx and ROC, and 80 pounds per day for PM<sub>10</sub>);
- emit less than 25 pounds per day of oxides of nitrogen (NOx) or reactive organic compounds (ROC) from motor vehicle trips only;

- not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone); and,
- not exceed the APCD health risk public notification thresholds adopted by the APCD Board; and be consistent with the adopted federal and state Air Quality Plans.

The Santa Barbara County Environmental Thresholds and Guidelines Manual also states that a project would have a significant air quality impact if it causes, by adding to the existing background CO levels, a carbon monoxide *hot spot* where the California one-hour standard of 20 parts per million carbon monoxide is exceeded.

The above thresholds address long-term emissions associated with the operational phase of a project. The results of the unmitigated estimated operational emission calculations for the proposed project indicate that, during operation, the project is conservatively estimated to generate approximately 0.3 pounds of ozone precursors (ROC plus NO<sub>x</sub>) per day from vehicular emissions, which does not exceed the SBCAPCD's threshold of 55 pounds per day. Additionally, the project would generate approximately 0.03 pounds per day of fugitive PM<sub>10</sub> from vehicular emissions, which does not exceed the SBCAPCD's threshold of 80 pounds per day. Lastly, operation of the project would generate approximately 0.65 pounds per day of CO from vehicular emissions, which would not exceed the SBCAPCD's threshold of 20 pounds per day. Operational emissions resulting primarily from vehicular emissions generated by trips to the project site would not violate any SBCAPCD air quality standard or contribute substantially to the County's non-attainment status; *therefore, operational impacts would be less than significant.*

- c. Santa Barbara County Air Pollution Control District is designated as nonattainment-transitional for the state ozone standard. An air district is designated nonattainment-transitional if, during a single calendar year, the state standards is not exceeded more than three times at any one monitoring location within the District. The Ambient Air Quality Standard is 0.070 pm over an eight-hour period. No new development and no construction is proposed for the project site; as a result, increase of ozone, is expected. The project would not conflict with or obstruct the implementation of the applicable air quality plan. *The potential impacts to air quality are less than significant.*
- d. Existing commercial businesses and light industrial land uses will remain in close proximity to the project site. The closest residential neighborhood is approximately 0.5 mile away, across the street on East Stowell Road. The project does not propose new development and will not comprise of new construction; no increases in exposure for residents to airborne pollutants or exposure of sensitive receptors to substantial pollutant concentrations is anticipated. *A less than significant impact would occur.*
- e. The project proposes an amendment from its zoning from M-1 (Light Manufacturing) to C-2 (General Commercial). The previous designation of M-1 allows for uses such as light assembly, processing, manufacturing, printing, and storage of flammable liquids. The C-2 commercial uses permitted in the Municipal Code allow for retail sales and service establishments, which are less likely to generate objectionable odors. Any future commercial uses are subject to the City's Commercial Performance Standards. *No impact would occur.*

**Mitigation Measure(s) incorporated into the project:** None required.

#### 4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

#### Setting:

The project site is located in an urbanized portion of the incorporated city of Santa Maria and is surrounded by commercial and light manufacturing development, and is adjacent to U.S. Highway 101 a quarter-mile to the east. A site visit by staff on November 1, 2018, assessed that the project site is primarily developed with hardscape surfaces, existing warehouse and fast-food restaurant, street trees and other ornamental landscape. The project site was determined to lack suitable habitat for any native wildlife species.

#### Impact Discussion:

a-d The project site lies in an area that has already been disturbed from its natural state and the project site is not a suitable habitat for wildlife plant and animal species. No drainage channels or migratory corridors exist in the project area. No rare, protected or migratory wildlife would be able to occupy the property. Furthermore, the Resource Management Element of the Santa Maria General Plan does not identify significant habitat areas in the project vicinity. The project site is developed with a 130,365-square-foot commercial warehouse and a Carl's Jr.

Restaurant and does not propose new construction. The amendment to change the General Plan land use designation and zoning designation would not change the physical characteristics of the site. *Therefore, no impact to or sensitive or protected wildlife habitat, endangered species, protected biological resources areas would occur.*

- e. The City of Santa Maria oversees land use planning through implementation of the City's General Plan. Biological resources are specifically addressed in the General Plan Resources Management Element (RME). The project would not conflict with the policies therein, related to the protection of biological resources. In addition, no native trees would be removed as a result of the project. *Therefore, no impact would occur.*
- f. There are no habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans in effect for the project site. *Therefore, no impact would occur.*

**Mitigation Measure(s) incorporated into the project:** None 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 as defined in §15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				X
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d. Disturb any human remains, including those interred outside of formal cemeteries?				X

### Setting:

The Santa Maria Valley was historically occupied by the Chumash people until European contact in the mid-18<sup>th</sup> century. The establishment of Mission San Luis Obispo to the north and Mission La Purisima Concepcion near the City of Lompoc was the beginning of development and settlement in the Santa Maria area. Industrialization and the connection of the Pacific Coast Railroad to the City of Santa Maria further stimulated commercial and residential growth in the area. Historical resources in Santa Maria consist of several landmarks and structures. The City has officially designated ten structures and landmarks, with additional sites designated by the Landmark Committee. The City has also established a Historic Overlay Zone which allows for the designation of certain structures. The project site is not within the Historic Overlay Zone nor does it contain officially designated landmarks or structures.

The project site is within an urbanized setting with prior commercial uses in a warehouse that was in operation from 1988 until 2017; a fast-food chain restaurant operating since 1990 currently remains on site. The developed features include existing roads, parking areas, and ornamental landscaping. The project is currently zoned as M-1 (Light Manufacturing), located directly adjacent to the U.S. Highway 101, and has been highly manipulated and disturbed since the freeway was constructed in the 1960s.

**Impact Discussion:**

- a. The project site does not contain, nor is it located near any historic resources identified in the National Register of Historic Places or California Register of Historic Resources. The project site is not identified on the City's Landmarks map or on the City's Objects of Historic Merit map. *Therefore, the project would not result in any impacts to historical resources.*
- b. According to the City's General Plan 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. Figure RME-5 of the Resources Management Element delineates High or Moderate, Low, and Negligible Archaeological Sensitivity Areas in the City. The project site is located in Archaeological Sensitivity Area 3 – Negligible Sensitivity. Nevertheless, ground disturbance associated with construction could uncover previously unknown buried archeological deposits. The project does not propose any new construction, and will not include any groundbreaking or ground disturbance activities. *Therefore, no impact would occur.*
- c. The project site is currently developed paved hardscapes and existing development. No construction will occur. *Therefore, there would be no impacts to a unique paleontological resource or site, or unique geologic feature.*
- d. The project site is currently developed paved hardscapes and existing development. No construction will occur. *Therefore there would be no impact to the ground to disturb any remains.*

**Mitigation Measure(s) incorporated into the project:** None required.

**6. GEOLOGY AND SOILS**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to 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

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Be located on expansive soil, as defined in Table 18-1-B of the most recent Uniform Building Code (1994), creating substantial 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

### Setting:

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

The Santa Maria basin is a significant hydrocarbon (i.e. oil and gas) producing coastal (and off-shore) basin in California. The basin 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.

### Impact Discussion:

a.

- i. *Earthquake Faults.* According to Figure SE-2 of the City's General Plan Safety Element, the project site is located approximately one mile west of the Santa Maria Fault. Based on Table SE-1 – Active and Potentially Active Faults Central California Coast Area, the Santa Maria Fault has a Potentially Active status. This fault does not qualify for Earthquake Fault Zone status under the Alquist-Priolo Earthquake Fault Zoning Act (Department of Conservation 2015). In addition, no construction is anticipated with this project. *Therefore, no impact would occur.*
- ii. *Seismic Groundshaking.* The City is divided into two seismic zones, wherein Zone A which is underlain by Holocene age alluvium has the greatest groundshaking potential. The project site is located in Zone A; however, the site is fully developed and no new development is proposed. *Therefore, no impact would occur.*

- iii. *Liquefaction.* Liquefaction potential is generally low in the City due to the relatively deep groundwater levels that are ordinarily over 70 feet below the ground surface. According to Figure SE-2 of the City's General Plan Safety Element, the project site is not located in an area with perched groundwater which could cause liquefaction during an earthquake. *Therefore, no impact would occur.*
- iv. *Landslides.* According to Figure SE-2 of the City's General Plan Safety Element, the project site does not contain steep slopes or escarpments which could present landslide hazards in the area. *Therefore, no impact would occur.*
- b. According to Figure SE-2 of the City's General Plan Safety Element, there are no steep slopes in the project area. The site is fully developed and no new development is proposed with this project. If future redevelopment of the site were to occur, the provisions of the National Pollutant Discharge Elimination System Permit would apply. *No soil erosion impacts will occur.*
- c. Figure SE-2 of the City of Santa Maria's General Plan Safety Element (1995) indicates:
- The soil conditions at the site are not considered susceptible to liquefaction.
  - The site is relatively flat and is not in the vicinity of slopes that would be susceptible to landslides.
  - The project soil conditions are not highly susceptible to significant lateral spreading impacts or subsidence.
- The site is fully developed and no new development is proposed. *Therefore, there will be no project impacts related to soil stability.*
- d. According to Figure SE-2 of the City's General Plan Safety Element (1995), the project site is not located in an area with expansive soils. Furthermore, the site is fully developed and no new development is proposed. *Therefore, impacts associated with expansive soils would not occur.*
- e. The developed property is connected to the City's sewer and wastewater treatment system. *No impact would occur.*

**Mitigation Measure(s) incorporated into the project:** None required

## 7. 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 following summarizes the regulatory framework related to climate change.

In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented AB 32, the *California Global Warming Solutions Act of 2006*. AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels) and the adoption of regulations to require reporting and verification of statewide GHG emissions. Furthermore, on September 8, 2016, the governor signed Senate Bill 32 (SB 32) into law. SB 32 extends GHG reduction goals beyond the initial target year of 2020 in AB 32, directing the California Air Resources Board (ARB) to ensure that GHGs are reduced to 40 percent below the 1990 level by 2030. No construction is proposed. For this reason, the GHG reduction targets and local criteria developed in the earlier AB 32 context are used in this analysis.

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

The significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds or consistency with a regional GHG reduction plan (such as a Climate Action Plan). The SBCAPCD has developed a GHG threshold of 10,000 metric tons of CO<sub>2</sub>e per year for stationary projects, which includes equipment, processes, and operations that require an APCD permit to operate. However, this threshold does not apply to land development projects. Neither the City of Santa Maria nor SBCAPCD has developed or adopted GHG significance thresholds for residential and commercial projects. Accordingly, Santa Barbara County recommends the use of San Luis Obispo Air Pollution Control District (SLOAPCD) Greenhouse Gas Thresholds, as adopted in April 2012. The SLOAPCD GHG thresholds are summarized in Table 4.

**Table 6:  
SLOAPCD GHG Significance Determination Criteria**

<b>GHG Emission Source Category</b>	<b>Operational Emissions</b>
Residential and Commercial Projects	Compliance with Qualified GHG Reduction Strategy OR Bright-Line Threshold of 1,150 MT of CO <sub>2</sub> e/yr OR Efficiency Threshold of 4.9 MT CO <sub>2</sub> e/SP*/yr

*\*SP = Service Population (residents + employees) For projects other than stationary sources, compliance with either a Qualified Greenhouse Gas Reduction Strategy, or with the Bright-Line (1,150 metric tons [MT] CO<sub>2</sub>e/ yr.) or Efficiency Threshold (4.9 MT CO<sub>2</sub>e/SP/yr.) would result in an insignificant determination, and in compliance with the goals of AB 32. The construction emissions of projects will be amortized over the life of a project and added to the operational emissions. Emissions from construction-only projects (e.g. roadways, pipelines, etc.) will be amortized over the life of the project and compared to an adopted GHG Reduction Strategy or the Bright-Line Threshold only.*

The SLOAPCD *bright-line threshold* was developed to help reach the AB 32 emission reduction targets for the year 2020 by attributing an appropriate share of the GHG reductions needed from new land use development projects subject to CEQA. Land use sector projects that comply with this threshold would not be *cumulatively considerable* because they would be helping to solve the

cumulative problem as a part of the AB 32 process. Such small sources would not significantly add to global climate change and would not hinder the state's ability to reach the AB 32 goal, even when considered cumulatively. The threshold is intended to assess small and average sized projects, whereas the per-service population guideline is intended to avoid penalizing larger projects that incorporate GHG-reduction measures such that they may have high total annual GHG emissions, but would be relatively efficient, as compared to projects of similar scale. Therefore, the bright-line threshold is the most appropriate threshold for the project, and the project would have a potentially significant contribution to GHG emissions if it would result in emissions in excess of 1,150 metric tons of CO<sub>2</sub>e per year.

#### Impact Discussion:

- a. GHG emissions associated with project construction and operation are as follows:

Operation Emissions. Operational emissions from commercial uses may include emissions generated from energy and natural gas, maintenance, waste generation, water and wastewater usage, and mobile combustion. The limited density of use and the associated trips with the prior occupancy of the developed site would be under the threshold for GHG emissions. The CalEEMod model using the previous land use of the existing commercial warehouse calculates approximately 23.12 metric tons of CO<sub>2</sub>e per year for operational emissions, which is well below the threshold of 1,150 metric tons of CO<sub>2</sub>e per year. The potential long-term operation GHG impacts would be *less than significant*.

- b. The City of Santa Maria has not adopted a CAP; however, the County of Santa Barbara Planning Commission adopted the Energy and Climate Action Plan (ECAP) for the County of Santa Barbara in May 2015 (County of Santa Barbara 2015). This plan applies to unincorporated areas of Santa Barbara County but not incorporated cities, such as the city of Santa Maria. The project site is fully developed and no new development is proposed. The developed project site and the proposed amendments would not violate any air quality standard. *Therefore, there would be no conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

**Mitigation Measure(s) incorporated into the project:** None Required.

#### 8. 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 for people residing or working in the project area?				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

### Setting:

Based on a search of the California Department of Toxic Substance Control's EnviroStar database and the State Water Resources Control Board's Geotracker system (DTSC 2018, SWRCB 2018), there are no environmental cleanup sites within the project area. The project is not located within 2 miles of any public airport or private airstrip. The project site is located within approximately 1 mile of Santa Maria Trivium Charter School and Battles Elementary School.

### Impact Discussion:

- a-c The site is fully developed and no new development is proposed. The uses permitted in the PD/C-2 zoning district would not typically involve significant quantities of hazardous materials. The project would, by amending the zone from M-1 to C-2, decrease the impacts of potential for hazardous materials. Uses permitted by the City's Municipal Code in the M-1 zone include light assembly, manufacturing, warehousing, and storage of liquid flammable materials. Uses permitted by the City's Municipal Code for the C-2 zone include retail shops and general services, and would not create a significant hazard to the public or the environment through the routine transport, use, disposal or the potential spillage of hazardous materials. *No impact would occur.*
- d. Based on a review of the California Environmental Protection Agency's website, City staff has determined that the project site is not located on any of the lists that constitute the Cortese List. *No impact would occur.*

- e. Based on Figures SE 6 and SE 7 of the General Plan Safety Element, the project site is located outside of all of the Airport Safety Areas and Hazard Zones. Any future residential development would not result in a safety hazard for people residing or working in the project area. *No impact would occur.*
- f. There are no private airstrips in the vicinity of the City, which could possibly cause a safety hazard to persons living or working in the area of the proposed project. *Therefore, no impact would occur.*
- g. The project would change the General Plan land use designation and zoning on the 9.4 acres. These actions, nor the uses proposed under the PD/C-2 designation, will not interfere with any emergency response plan or evacuation plan as the commercial uses are expected to remain as retail or services. *No impact would occur.*
- h. The project site is surrounded by urban development on all sides. According to the City of Santa Maria's General Plan Safety Element, the Santa Maria Valley is not susceptible to high wildland fire risks. *No impact would occur.*

**Mitigation Measure(s) incorporated into the project:** None required

## 9. 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?				X
b. 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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				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, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X
e. 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?				X
f. Otherwise substantially degrade water quality?				X

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j. Inundation by seiche, tsunami, or mudflow?				X

### Setting:

The project site is located within the Santa Maria Watershed, one of the largest coastal drainage basins in California, and includes all areas tributary to the Cuyama, Siquoc, and Santa Maria Rivers. The Santa Maria Watershed overlies the Santa Maria Valley Groundwater Basin, covering more than 280 square miles in the southwestern corner of San Luis Obispo County and the northwestern corner of Santa Barbara County. Historically, the City pumped water from the Santa Maria Valley Groundwater Basin as its sole water supply until the City began receiving State Water Project (SWP) water from the Central Coast Water Authority (CCWA) in 1997. The Santa Maria Valley Groundwater Basin is currently under a court-ordered Stipulation that allows the City to derive its water supply from local groundwater, associated return flows from imported SWP water that may be recaptured in the Basin, and a share of the yield of Twitchell Reservoir operations. Overdraft of the Santa Maria Groundwater Basin continues to affect the City's current supply and its ability to meet future water demands. The closest body of water to the project site is the Santa Maria River, located approximately 0.25-mile north of the project site.

### Impact Discussion:

- a.-f The project site is located in an urbanized area that is surrounded by existing development. There are no natural watercourses of any kind in the project vicinity. The land use and zoning designation change will not result in violation of any water quality standards, waste discharge requirements, will not alter drainage patterns, and will not substantially degrade water quality. The site is fully developed and no new development is proposed. *Therefore, no adverse impacts to surface waters, ground water or stormwater systems would result from the project.*
- g-h The project site is designated as Flood Zone X (0.2% annual chance of flood plain), according to the FEMA flood insurance rate map (FEMA FIRM Map Index Community Panel No. 185f, September 30, 2005), and outside the 100-year (1.0%) flood hazard area. *No impacts would occur.*
- i. The project site is not within a *Flood Hazard* area or a *Dam Inundation* area as shown on Safety Element Figure SE-3 of the General Plan. *No impacts would occur.*

- j. The project site is approximately ten miles from the coast and therefore it is not at risk of inundation by tsunami. There are no bodies of water in the vicinity of the project site that are large enough to produce a seiche that could impact the project. *Therefore, no impact would occur.*

**Mitigation Measure(s) incorporated into the project:** None required.

## 10. 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. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

### Setting:

The project site is located in the LI (Light Industrial) General Plan Land Use Designation and corresponding PD/M-1 (Planned Development/Light Manufacturing) zoning district. The LI land use designation is intended to accommodate industrial uses, such as automobile uses, light assembly, warehouse storage, and wholesale business. The proposed Community Commercial (CC) General Plan Land Use Designation and corresponding PD/C-2 (Planned Development/General Commercial) zoning district is intended for a variety of commercial and retail uses outside the city core. The PD (Planned Development) overlay district is designed and intended to provide for the orderly development of land in conformance with the land use element and other elements of the General Plan.

### Impact Discussion:

- The project proposes to amend the zoning designation from M-1 to C-2, which allows the project site to be consistent with the C-2 zones and existing retail uses adjacent to the site. The project site is a 9.4-acre lot located within in the fully urbanized commercial center, and no new development is proposed; therefore, the project will not physically divide an established community. *No impact would result.*
- The project proposes to amend the zoning designation from M-1 to C-2, which allows the project site to be consistent with the C-2 zones and existing retail uses adjacent to the site. *No impact would occur as a result of the project.*
- The project site is not located within the boundaries of any habitat conservation plan or natural community conservation plan. *No impact would occur to any established habitat conservation plan.*

**Mitigation Measure(s) incorporated into the project:** None required.

## 11. MINERAL RESOURCES

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

### Setting:

The City of Santa Maria's primary mineral resources 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% of the available alluvial sand and gravel resources in the Santa Barbara-San Luis Obispo County region. The Santa Maria basin is also a significant hydrocarbon (i.e. oil and gas) producing basin in California, historically allowing for the development of the oil industry throughout the region. Many of the areas oil wells have since been capped and abandoned due to the development and urbanization of the City. The project site is located north of the City's areas designated for operational, existing, or abandoned oil facilities.

### Impact Discussion:

a-b According to Resources Management Element Figure RME-4 of the General Plan, the project site is not located within the areas of operational, existing, or abandoned mining or oil facilities. The small size and urban location of the subject property make it unsuitable for mineral resource extraction. *No impacts to mining or mineral resources will result.*

**Mitigation Measure(s) incorporated into the project:** None required.

## 12. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			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 expose people residing or working in the project area to excessive noise levels?			X	
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

### Setting:

Community noise levels are typically measured in terms of A-weighted decibels (dBA). A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Equivalent noise level (Leq) is the average noise level on an energy basis for a specific time period. The duration of noise and the time of day at which it occurs are important factors in determining the impact of noise on communities. The Community Noise Equivalent Level (CNEL) and Day-Night Average Level (Ldn) account for the time of day and duration of noise generation. These indices are time-weighted average values equal to the amount of acoustic energy equivalent to a time-varying sound over a 24-hour period. The project site is subject to elevated CNEL noise levels ranging from 60-65 dB due to its proximity to U.S. Highway 101 (City of Santa Maria 2009).

The Noise Element in the City's General Plan includes noise compatibility standards for noise exposure by land use. These include interior and exterior noise standards as shown in Table 5.

**Table 5:  
Interior and Exterior Noise Standards**

Land Use Categories		Standard dB CNEL	
Category	Uses	Interior	Exterior
Residential	Single Family, Duplex, Multiple Family, Mobile Home	45	60
Noise-Sensitive Land Uses	Motel, Hospital, School, Nursing Home, Church, Library, and Other	45	60
Commercial	Retail, Restaurant, Professional Offices	55	65
Industrial	Manufacturing, Utilities, Warehousing, Agriculture	65	70
Open Space	Passive Outdoor Recreation	--	65

Source: City of Santa Maria General Plan Noise Element, Table N-4



### Impact Discussion:

a-d The project site is located in a fully urbanized area with commercial uses, with U.S. Highway 101 east of the site. Residential uses are located approximately a half mile away from the project site, across the street on East Stowell Road. The following describes the construction and operational noise generated from the proposed project:

Construction Impacts. No new development is proposed for the site. The project would not result in temporary or permanent increases in groundborne vibration or noise which would result in exposure of persons to noise or vibration in excess of City standards. *Therefore, no significant impact would occur.*

Operational Impacts. The project site would be used for future commercial uses, which may include elevated noise levels during the daytime hours or business operation hours. The General Plan Noise Element identifies U.S. Highway 101 as a major source of noise, with substantial CNEL noise levels that exceed 60dB. The project site is within the highway area and long-term project operational noises would be overshadowed by traffic noise along U.S. Highway 101. The proposed project would not permanently increase ambient noise levels above existing levels or expose populations to long-term noise levels that exceed applicable noise standards; *therefore, long-term operational impacts from noise would be less than significant.*

e. Based on Figure SE-6 of the City's General Plan Safety Element, the project site is outside of the Hazard Zone III noise contour. *No impact would result from airport noise.*

f. The proposed project is not located within the vicinity of a private airstrip and would therefore not expose people residing in the area. *No impact would occur.*

**Mitigation Measure(s) incorporated into the project:** None required.

### 13. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

**Setting:**

Since the early 1990s, the City of Santa Maria has experienced a consistent increase in population, largely due to a growing migrant workforce for nearby agriculture. The City of Santa Maria is one of the fastest growing areas in Santa Barbara County, due in part to the affordable housing it provides relative to the Cities of Santa Barbara and San Luis Obispo County. The City has also developed a number of programs and policies to further encourage growth and development.

**Impact Discussion:**

- a. The project site is an existing commercial warehouse and was the former site for Costco, a wholesale business that employed approximately 270 staff.<sup>1</sup> Amending the General Plan Land Use Designation from LI (Light Industrial) to CC (Community Commercial) and Zoning from PD/M-1 (Planned Development/Light Manufacturing) to PD/C-2 (Planned Development/General Commercial) would not result in new construction or development, nor does the project propose new construction or development. The project would not result in direct population growth or indirect population growth; *therefore there will be no impact.*
- b.-c The project site is fully developed with commercial uses and there are no existing residential uses on or in the vicinity of this project. The proposed changes in designations also prohibit residential uses on the site, so no housing displacement is created. *No impact would occur.*

**Mitigation Measure(s) incorporated into the project:** None required.

**14. PUBLIC SERVICES**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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 project area is served by the following public services and facilities:

- Police: Santa Maria Police Department
- Fire: Santa Maria Fire Department
- School District: Santa Maria-Bonita School District (SMBSD; grades K-8), Santa Maria Joint Union High School District (SMJUHSD; grades 9-12).

<sup>1</sup> Anderson, Logan. "New Costco opening draws large crowds to Enos Ranch in Santa Maria." *Santa Maria Times*. 21 Sept. 2017. <[https://santamariatimes.com/news/local/govt-and-politics/development/new-costco-opening-draws-large-crowds-to-enos-ranch-in/article\\_a5933025-9c29-5160-9bef-c47003fd2523.html](https://santamariatimes.com/news/local/govt-and-politics/development/new-costco-opening-draws-large-crowds-to-enos-ranch-in/article_a5933025-9c29-5160-9bef-c47003fd2523.html)>.

### Impact Discussion:

- a. The project would re-zone an existing site within a shopping center where municipal services and facilities are already in place:
  - i. The Fire Department determined that adequate facilities exist near the project site to maintain the required service ratios and response times mandated by the General Plan. Other performance standards, besides service ratios or response times, do not apply to the project. *No impacts to fire services would result from the project.*
  - ii. The General Plan sets 1.3 officers per thousand residents as a target Police Department staffing ratio. The Police Department is already serving the existing shopping center, and no new construction or development is being proposed. No other performance standards apply to the project for police services, including required response times. The Police Department determined that new or altered facilities are not required to maintain this service ratio. *No impacts to police services would result from the project.*
  - iii. The project site and the land use and zoning amendment from manufacturing to commercial uses would not add any additional student population to the School District. *There would be no impact to schools.*
  - iv. An open space area adjacent to the In-n-Out fast food restaurant, located 0.25 mile west of the project site across South Bradley Road is open to the general public. The nearest city park facilities are the Elwin Mussell Senior Center and Alice Tefts Park, which are located approximately one mile northwest of the project site. No new or altered parks are required to provide park services to the project. *No impacts to park facilities would result from the project.*
  - v. The City's library system includes a main library in the civic center complex on McClelland Street, and four branch libraries at various locations outside the City's jurisdiction. No new or altered library facilities are required as a result of the zoning amendment. *No impacts to library or other public services would result from the project.*

**Mitigation Measure(s) incorporated into the project:** None required.

### 15. RECREATION

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

**Setting:**

The City of Santa Maria's recreation system is comprised of several local parks and recreational facilities, which are managed by the Department of Recreation and Parks. The Department operates 234 acres of developed parkland in 27 neighborhood and community parks. Alice Trefts Park is located approximately one mile northwest of the project site, and is a smaller park serving surrounding residential uses.

**Impact Discussion:**

a-b The General Plan and zoning amendment would not result in a need for new recreational facilities because the overall ratio of parkland per person in accordance with the General Plan is still maintained. As previously discussed in the Public Services discussion above, this inner City location is adequately served by parklands. *No impact would occur.*

**Mitigation Measure(s) incorporated into the project:** None required.

**16. TRANSPORTATION/TRAFFIC**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b. Exceed, either individually, or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e. Result in inadequate emergency access?				X
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

**Setting:**

U.S. Highway 101 plays an important role in the City of Santa Maria's traffic circulation, with access to the City's commercial centers provided via the Stowell Road off-ramp. Vehicle access to the project site would generally be via East Stowell Road and South Bradley Road. Stowell Road is considered one of the City's primary east-west arterial routes, while South Bradley Road is a north-south arterial frontage road paralleling the west side of U.S. Highway 101. Because traffic flow on urban arterials is most constrained at intersections, traffic flow analyses focus on operating

conditions of critical intersection during peak travel periods. *Levels of Services* (LOS) A through F are used to rate intersection operations, with LOS A indicating free-flowing traffic and LOS F indicating prolonged delays. The City's General Plan Circulation Element considers LOS D as an acceptable level of service for all arterials, collectors and signalized intersections.

#### **Impact Discussion:**

- a. The project site is located within a fully urbanized commercial retail portion of Santa Maria with a previously existing use as a Costco from 1988 to 2017. With the limited redevelopment potential of this site, the proposed General Plan Land Use Map and Zoning amendments from LI/M-1 to CC/C-2 will not result in a significant increase in traffic. Based on the trip rates for its previous use, Land Use 857: Discount Club in the Institute of Transportation Engineers (ITE) Trip Generation Manual (9<sup>th</sup> ed. Vol. 3: Data) and information from the City Public Works Department, similar commercial uses may potentially generate 410 Average Daily Trips (ADT) on the weekdays, and project would generate 530 ADT on Saturdays and 340 ADT on Sundays. The cumulative traffic volume for the intersection of South Bradley Road and Battles Road, where the main access to the project site would potentially be located, was 406 trips in an A.M. peak period during the 2015 analysis when the Costco commercial use was still in operation. The City Public Works Department determined that the change in General Plan Land Use Map and Zoning amendments would not result in an increase in load relation to the existing traffic load and capacity of the street system such that it would cause adverse impacts to the City's transportation and circulation system, because the existing capacity was able to serve its previous use. *Therefore, the impact would be less than significant.*
- b. The project site is fully developed and within a fully urbanized commercial retail center with a previous use as Costco Wholesale. Future commercial uses would be similar to that as the site's previous use and exhibit similar traffic patterns. A Traffic Impact Study produced by the Associated Transportation Engineers (ATE) in November 18, 2015 for the Enos Ranchos Specific Plan provided 2015 LOS analysis for critical intersections surrounding the project site, including Stowell Road/ Bradley Road, Stowell Road/U.S. Highway 101, Bradley Road and Battles Road. Based on the previous use of the site as a Costco, a future commercial use could potentially generate similar patterns during the peak P.M. period. The data presented in Existing + Project P.M. Peak Hour Levels of Service table indicated that the study-area intersections would operate at LOS D or better during the P.M. peak hours, which meet the City's LOS D operating standard. The General Plan Land Use Map and Zoning amendments would not result in an increase of LOS standards beyond its previous established uses. *Therefore, the impact would be less than significant.*
- c. The project site is not located within the Airport Influence Area of the Santa Maria Public Airport or any other airport. As such, the project would not affect airport operations, and would have no direct or indirect effects on air traffic. *Therefore, no impact would result.*
- d-e The project is an existing project site within a fully urbanized commercial retail area and would not result in any sharp curves, dangerous intersections, or incompatible uses that would result in roadway hazards on or in the vicinity of the site. The project would also utilize existing access points. Project access and circulation will remain as was previously approved and developed. *The project would not result in inadequate emergency access and no impact would result.*
- f. The project site is located within a fully urbanized portion of the City and is fully developed. The existing commercial uses on the site are consistent with the goals and objectives of the General Plan. The project will not conflict with programs regarding use of public transit, bicycle, and pedestrian facilities. *Therefore, no impact would result.*

**Mitigation Measure(s) incorporated into the project:** None required.

## 17. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e. 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
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g. Comply with federal, state, and local statutes and regulations related to solid waste?				X

### Setting:

The City of Santa Maria operates its own wastewater collection and treatment system. The City's wastewater collection system consists of eight wastewater basins with associated trunk sewers and one treatment plant. The Department of Utilities is responsible for delivering water, treating wastewater, refuse collection, recycling, operating the Santa Maria Regional Landfill and its Household Hazardous Waste Facility, street sweeping, and regulatory compliance. The Water Resources Operation and Maintenance Section is responsible for supplying residents with potable water for domestic, industrial, and fire protection purposes. Solid Waste Collection and Disposal Services consist of six distinct areas: refuse collection/residential; refuse collection/commercial; landfill disposal operations, street sweeping, recycling operations, and regulatory compliance.

### Impact Discussion:

a-g The proposed General Plan Land Use Map and Zoning amendments from the existing LI/M-1 to the proposed CC/C-2 for the fully developed project site would not result in an impact for utility and service system demand. The project site does not propose new construction or additional hardscape on the site, as it is already built out. Therefore, the project site would have no impact on stormwater facilities. The uses allowed under the proposed General Land Use

amendment and rezoning will not generate significant change in water demand, wastewater generation, or solid waste generation than its previous use as a commercial retail warehouse. *Therefore, no impact would occur to utilities or services systems.*

**Mitigation Measure(s) incorporated into the project:** None required.

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## CONSULTATION AND DATA SOURCES

### CONSULTATION SOURCES

#### City Departments Consulted

<input type="checkbox"/>	Administrative Services
<input type="checkbox"/>	Attorney
<input checked="" type="checkbox"/>	Fire
<input type="checkbox"/>	Library
<input type="checkbox"/>	City Manager
<input type="checkbox"/>	Police
<input checked="" type="checkbox"/>	Public Works
<input checked="" type="checkbox"/>	Utilities
<input checked="" type="checkbox"/>	Recreation and Parks

#### County Agencies/Departments Consulted

<input type="checkbox"/>	Air Pollution Control District
<input type="checkbox"/>	Association of Governments
<input type="checkbox"/>	Flood Control District
<input type="checkbox"/>	Environmental Health
<input type="checkbox"/>	Fire (Hazardous Materials)
<input type="checkbox"/>	LAFCO
<input type="checkbox"/>	Public Works
<input type="checkbox"/>	Planning and Development
<input type="checkbox"/>	Other (list)

#### Special Districts Consulted

<input type="checkbox"/>	Santa Maria Public Airport
<input type="checkbox"/>	Airport Land Use Commission
<input type="checkbox"/>	Cemetery
<input type="checkbox"/>	Santa-Maria Bonita School District
<input type="checkbox"/>	Santa Maria Joint Union High School
<input type="checkbox"/>	Laguna County Sanitation District
<input type="checkbox"/>	Cal Cities Water Company

#### State/Federal Agencies Consulted

<input type="checkbox"/>	Army Corps of Engineers
<input type="checkbox"/>	Caltrans
<input type="checkbox"/>	CA Fish and Wildlife
<input type="checkbox"/>	Federal Fish and Wildlife
<input type="checkbox"/>	FAA
<input type="checkbox"/>	Regional Water Quality Control Bd.
<input type="checkbox"/>	Integrated Waste Management Bd.
<input type="checkbox"/>	Other (list)

### DATA SOURCES

#### General Plan

<input checked="" type="checkbox"/>	Land Use Element
<input checked="" type="checkbox"/>	Circulation Element
<input checked="" type="checkbox"/>	Safety Element
<input checked="" type="checkbox"/>	Noise Element
<input type="checkbox"/>	Housing Element
<input checked="" type="checkbox"/>	Resources Management Element

#### Other

<input checked="" type="checkbox"/>	Agricultural Preserve Maps
<input checked="" type="checkbox"/>	Archaeological Maps/Reports
<input checked="" type="checkbox"/>	Architectural Elevations
<input checked="" type="checkbox"/>	Biology Reports
<input checked="" type="checkbox"/>	CA Oil and Gas Maps
<input checked="" type="checkbox"/>	FEMA Maps (Flood)
<input type="checkbox"/>	Grading Plans
<input checked="" type="checkbox"/>	Site Plan
<input checked="" type="checkbox"/>	Topographic Maps
<input checked="" type="checkbox"/>	Aerial Photos
<input checked="" type="checkbox"/>	Traffic Studies
<input checked="" type="checkbox"/>	Trip Generation Manual (ITE)
<input type="checkbox"/>	URBEMIS Air Quality Model
<input checked="" type="checkbox"/>	Zoning Maps
<input checked="" type="checkbox"/>	Other (list)
	<ul style="list-style-type: none"> <li>California Emissions Estimator Model (CalEEMod) v. 2016.3.1</li> </ul>

## 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 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, 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	

### Discussion:

- a. Based on the information and analysis provided throughout this Initial Study, implementation of the project would not substantially degrade the quality of the environment and would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of California history or prehistory. The project's impacts would be less than significant.
- b. Current, planned or proposed developments in the City of Santa Maria include commercial and office, residential, and mixed-use development, including various senior housing projects. As described in the discussion of environmental checklist Sections I through XVIII, all environmental issues considered in this Initial Study were found to have either no impact or a less than significant impact. Cumulative impacts of several resource areas have been addressed in the individual resource sections, including Section III, Air Quality, Section VII, Greenhouse Gas Emissions, Section XII, Noise, Section XVI, Transportation/Circulation, and Section XVIII, Utilities and Service Systems (CEQA Guidelines Section 15064(h)(3)). These impacts would be less than significant at the project level and cumulatively. Some of the other resource areas were determined to have no impact in comparison to existing conditions and therefore would not contribute to cumulative impacts, such as Population and Housing, Public Services, Recreation, Mineral Resources, and Agricultural Resources. Therefore, the project would not contribute to cumulative impacts related to these issues. Other issues (e.g., Geology/Soils, Hazards and Hazardous Materials) are by their nature project-specific and impacts at one location do not add to impacts at other locations or create additive impacts. Therefore, implementation of the project would result in less than significant environmental impacts.

- c. Effects to human beings are generally associated with air quality, noise, traffic safety, geology/soils, and hazards/hazardous materials. As discussed in this Initial Study, the project would result in less than significant impacts in relation to these issues with standard regulatory compliance. Therefore, the project would not cause substantial adverse effects on human beings, either directly or indirectly.

#### SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS

<input type="checkbox"/>	Aesthetics/Visual Resources	<input type="checkbox"/>	Land Use and Planning
<input type="checkbox"/>	Agriculture and Forest Resources	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Air Quality	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Population and Housing
<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Geology and Soils	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Transportation/Traffic
<input type="checkbox"/>	Hazards and Hazardous Materials	<input type="checkbox"/>	Utilities and Service Systems

## 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.
- ☐ Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ Finds that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ Finds that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to acceptable standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An **ENVIRONMENTAL IMPACT REPORT (EIR)/SUBSEQUENT EIR/SUPPLEMENTAL EIR/ADDENDUM** is required, but it must analyze only the effects that remain to be addressed.
- ☐ Finds that although the proposed project could have a significant effect on the environment, because all significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to acceptable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Ivana Yeung, Associate Planner

2/14/19  
Chuen Ng, Director

Date

2/14/19  
Date



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