



CITY OF SANTA MARIA
Environmental Checklist / Initial Study
Peoples Self Help Residential GPZ (GPZ2021-0001)

1. Project Title and Location

Peoples Self Help Residential Land Use and Zone Amendment
34° 54' 9" N, 120° 25' 34" W
3170 Santa Maria Way
Santa Maria, Santa Barbara County, CA 93458
Assessor's Parcel Number: 109-010-012 (8.89 acres)

2. Lead Agency, Contact and Preparer

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3. Project Sponsor's Name and Address

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4. General Plan Designation

Existing: CC (Community Commercial)
Proposed: LDR-8 (Low-Medium Density Residential)

5. Zoning Designation

Existing: PD/C-2 (Planned Development/General Commercial)
Proposed: PD/R-1 (Planned Development/Single Family Residential)

6. Brief Description of Project

Land Use Map Amendment and Zone Change for Peoples Self Help Housing to allow the future development of a 50-lot Single Family Residential subdivision on an 8.89-acre site at 3170 Santa Maria Way (Figures 1 and 2).

The project proposal is to change the land use and zoning designation on an 8.89-acre site *from* the existing CC (Community Commercial) land use classification and PD/C-2 (Planned Development/General Commercial) zone district designation *to* the LMDR - 8 (Low Medium Density Residential) land use classification and the PD/R-1 (Planned Development/Single Family Residential) zone district (Figures 3 through 6). The LMDR -8 permits up to eight dwelling units per acre, with the ability to request modified development standards for lot area and lot width per Santa Maria Municipal Code Section 12.06.07 (c). Table 1 provides a summary comparison of the two land use classifications.

Table 1. General Plan Designation Comparison

| | Existing Designation: Community Commercial (CC) | Proposed Designation: Low-Medium Density Residential (LMDR-8) |
|---------------------------------|--|--|
| Purpose | To include the majority of retail uses outside the central core, particularly along the lineal development corridors which have emerged. The majority of these uses would be geared to the area-wide market. | To encourage densities that are responsive to the economic considerations of providing affordable single-family housing on small lots while at the same time maintaining adequate individual private open space, design flexibility, and the character of a single-family neighborhood |
| Example Types of Permitted Uses | Retail uses such as: <ul style="list-style-type: none"> • Home improvement centers • Furniture Sales • Secondhand sales Service establishments such as: <ul style="list-style-type: none"> • Brake repair shops • Muffler shops • Dental laboratories • Medical clinics • Hotels and motels • Light equipment rentals • Beauty shops • Efficiency Unit Projects | <ul style="list-style-type: none"> • Single family dwellings • Accessory dwelling units • Home occupations • Care of nonrelated persons (6 or less) • Keeping of household pets for domestic or hobby use • Small and Large family day care homes • Cottage Food operations |
| Corresponding Zoning | C-1, C-2, PD overlay | RSL-1, RMH, R-1, R-2, PD overlay |

The site's existing C-2 zone district is intended to provide for general business and commercial needs of the City, and is the most intense of the City's commercial zones allowing the widest range of retail and service establishments. The C-2 zone district accommodates intensive commercial development by imposing minimal setback and building height standards.

As stated in Municipal Code Section 12-6.02, the R-1 zone district is designed and intended to stabilize and protect the residential character of the district and to promote and encourage a suitable environment for family life on a neighborhood basis. Single-family dwellings and ancillary uses are the primary use of the zone, with other permitted or conditionally permitted that are compatible and comparable in nature to the single-family residential use. Chapter 12-6.04 lists those uses which require a conditional use permit, such as Child Day Care Center, Churches, and Schools. These uses are considered likely to be compatible with the single-family neighborhoods and other R-1 designation uses. Development, uses and structures in the R-1 district are subject to the development standards set out in Sections 12-6.07 through 12-6.15, including setbacks, building height, and architectural and aesthetic standards. A comparison of the C-2 and R-1 district standards is provided in Table 2 below.

Table 2. Zoning Standards Comparison

| | Existing Zoning: C-2 General Commercial | Proposed Zoning: R-1 Single Family Residential |
|--------------------|--|---|
| Front Yard Setback | 10 minimum adjacent to residential ¹ | 20 feet |
| Side Yard Setback | 10 minimum adjacent to residential ¹ | 5 feet and 10 feet |
| Rear Yard Setback | 10 minimum adjacent to residential ¹ | 10 feet for single story, 20 feet for two story |
| Height | 70 feet ² | 30 feet |
| Landscaping | 15% of the site area | 20 % of the site area |

¹ The District requires no setbacks, unless the site is adjacent to residential district or street, then setback is a minimum of 10 to up to 40 feet, depending on the commercial building height. Commercial buildings exceeding forty (40) feet in height, shall be positioned per a setback ratio wherein for each ten (10) feet (or fraction thereof) of building height, there shall be a minimum of ten (10) feet of additional setback for the front, side or rear of any yard.

The Planned Development (PD) overlay district is intended to provide for development of land in conformance with the *City of Santa Maria General Plan* by permitting a flexible design approach to the development of a community environment equal to or better than that resulting from traditional lot by lot development. The PD overlay district is intended to accommodate various types of development and combinations of uses that can be appropriately made a part of a total planned development, in accordance with the general plan.

If the General Plan Land Use Amendment and Zone Change are approved, the applicant will then submit applications for a Tentative Tract Map to subdivide the property, and a Planned Development Permit application for the construction of 49 new single-family residences, site landscape and residential architectural details. While the applicant has selected to only apply for the initial General Plan and Zone Amendment at this time, this environmental analysis evaluates the concept project proposed by the applicant, consisting of a fifty-lot subdivision with 49 single family residences and one common lot for open space and drainage purposes.

Existing Development

The existing developed site is at the location of the Hi-Way Drive-In Theater, which has operated at this site since 1959. The site is generally flat and nearly entirely covered by paved surfaces. The primary structures consist of the snack bar, the theater movie screen structure, and the monument sign at the Santa Maria Way entrance. The minimal landscape consists primarily of small areas of turf and ornamental pine and eucalyptus trees.

Population and Employment

Based on an average household size in Santa Maria of 3.67 persons (California Department of Finance 2020), the 49 proposed units would accommodate approximately 180 residents.

Future Subdivision Concept

The applicant is proposing the General Plan Land Use Map Amendment and Zone Change on the 8.89-acre site to allow for the future subdivision of the site for Single Family

Residential development. The Low Medium Density Residential (LMDR-8) Land Use Designation, and corresponding R-1 Single Family Residential Zone designation allows up to eight dwelling units per acre, or up to 71 units, each on its own single-family lot. However, the applicant's concept for the subdivision would provide one common-area lot and 49 residential lots, equating to a density of approximately 5.5 dwelling units per acre (see Figure 7). As noted previously, this document analyzes the applicant's proposed 49 units. Any future application to the City that significantly adds to the number of units proposed, or otherwise significantly modifies the project from the concept analyzed herein will be subject to additional environmental impact analysis.

Access

Vehicular and Pedestrian access to and from the project would be provided from Santa Maria Way, the historic access point for this flag shaped parcel. The concept subdivision layout includes a pedestrian connection and emergency vehicle access to Dian Court. The emergency vehicle access from Dian Court will be gated and there will be no through-traffic roadway connection into the Rolling Hills Estates neighborhood. (Figure 3). The internal streets depicted on the concept development plan are 45 feet wide which corresponds to the City's Local Minor Residential Street standard, which is acceptable for privately-owned streets. Therefore, the interior roadways, curb, gutter, sidewalk, streetlights, and all other appurtenances (as currently designed and proposed) shall be privately owned and maintained. However, if the applicant revises the concept plan and provides a 52-foot-wide Local Residential standard right of way, the roadway and relevant infrastructure could then be *public* and dedicated to the City for ownership and maintenance.

Lot Size

The concept subdivision plan provides for lots ranging between 5,200 and 9,280 square feet in area and a minimum width of 50 feet, with a 21,000 square-foot common lot to accommodate the onsite stormwater requirements and provide on-site open space. Therefore, some of the lots are below the minimum R-1 standards of 6,000 square-feet in area and 60 feet wide. Municipal Code section 12.06.07 (c) enables the applicant to request smaller and narrower than standard lots, provided, as is the case with the proposal, that the overall density of the project is consistent with the General Plan. The proposed reduction in lot size and width would be considered by Planning Commission and City Council with the future Tentative Tract Map and Planned Development Permit applications.

Future Residential Development Concept

In concept, the residences would each be approximately 1,300 square feet in size, and each include a 2-car garage. Peoples Self Help Housing would manage the project, however the future residents would also participate in the guided construction of the homes. More technical aspects of the construction, such as plumbing and electrical work, would be completed by licensed professionals. All structures will require City building permits and will be subject to typical City inspections during the construction process.

Concept Site Improvements

The entire 8.89-acre site is entirely developed. The proposed site improvements per the concept plan will include demolition of the existing site and structures, internal circulation improvements, utility trenching, preliminary building pad grading, perimeter fencing, drainage basin construction, and landscaping. The future subdivision shall be subject to all applicable City regulations and improvement standards, including Santa Maria Municipal Code Title 11 - *Subdivisions*, and Title 12 - *Zoning*.

Stormwater

The existing developed drive-in site has 315,750 square feet (7.2-acres) of impervious area, consisting primarily of paving for the drive-in circulation and parking. The proposed project as depicted on the concept plan would result in approximately 202,000 square feet of impervious surface. The removal of over 100,000 square feet of the site's existing impervious surfaces will result in a significant reduction in the amount of stormwater that is currently generated by the site.

All on-site stormwater flows (up to the 95th percentile storm) would be collected and diverted to the proposed drainage basin at Lot 1, which would be sized to comply with City and Regional Water Quality Control Board (RWQCB) standards. The stormwater basin will be owned and maintained by Peoples Self Help Housing. The site drainage would be collected via the new proposed subdivision improvements, including standard curbs and gutters.

Landscape

The project would include 162,168 square feet of landscape and open space areas (approximately 40% of the site), which includes the yard areas on the individual lots and the basin and common open space at Lot 1. As noted previously, the common area and stormwater basin internal street side landscaping would be maintained by the property owner, Peoples Self Help Housing, as would all other private improvements.

Offsite Improvements

The project would require development of City sewer main connections and establishment of connections to existing Golden State Water Company infrastructure to service the project area. At full build-out, the project would result in approximately 16 acre-feet (indoor and landscape use combined) of water demand per year and approximately 4,557 gallons of sewage generation per day.

Connection to the nearest existing sewer infrastructure will require the applicant to construct approximately 2,500 linear feet of new pipeline within Santa Maria Way to connect the project to the nearest existing line located at Sunrise Drive. This segment of sewer line connection is not listed in the City's Capital Improvement Program; therefore, the applicant would be required to pay for 100% of the improvements. However, the recently approved Northman Subdivision Project to the north is also required to extend public sewer improvements from their access to Santa Maria Way at the future Dauphin Street also to Sunrise Drive. Therefore, depending on the timing of the Northman project, this project may only need to extend the sewer approximately 2,000 feet to the connection point at Dauphin Street. The future Tentative Tract Map for the project will be conditioned to require completion of the necessary sewer improvements.

Golden State Water Company (GSWC) would provide the project's water services. GSWC does not currently have available additional water supply sources that would satisfy the project's water needs. Therefore, the applicant will need to purchase water through the City of Santa Maria and GSWC would assume responsibility for delivery of the water. Locations and specifications of the new connections to Golden State Water delivery infrastructure are unknown at this time, however, it can be reasonably assumed that required facility improvements and service connections would occur within road rights-of-way within the project vicinity.

7. **Surrounding Land Uses and Setting:**

The project site is undeveloped and is bordered on the north side by the Rolling Hills Estates single-family subdivision and to the east by the Sunrise Hills single-family subdivision. To the west of the property is Santa Maria Way and additional single-family residential areas within the community of Orcutt (Santa Barbara County). South of the site is a mobile home park, also under Santa Barbara County jurisdiction. Surrounding land uses, general plan designations, and zoning designations are summarized in Table 3 below and are shown in Figures 4 and 6 below.

Table 3. Surrounding Land Uses, General Plan Designations, and Zoning Designations

| | Land uses | General Plan Designations | Zoning Designations |
|--------------|--|---|--|
| North | Rolling Hills Estates Single-Family Residential Subdivision | Lower-Density Residential (LWDR-4) | Planned Development/Single-Family Residential (PD/R-1 6,000) |
| South | Del Cielo Mobile Home Park (in Santa Barbara County) | Low-Medium Density Residential (LMDR-8) | Mobile Home Park (MHP) |
| East | Sunrise Hills Single-Family Residential Subdivision | Lower-Density Residential (LWDR-4) | Planned Development/Single-Family Residential (PD/R-1 6,000) |
| West | Santa Maria Way and Single-Family Residential homes located in Orcutt (Santa Barbara County) | Low Density Residential (LDR-5) | Single-Family Residential, 8 dwelling units per acre (8-R-1) |

8. **Other Public Agencies Whose Approval is Required**

Central Coast Regional Water Quality Control Board

Santa Barbara County Air Pollution Control District (construction permits, if necessary)

9. **California Native American Tribes Consultation**

Public Resources Codes §21080.3.1 and §21080.3.2 requires public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to tribal cultural resources as defined for California Environmental Quality Act (CEQA) projects.

On June 25, 2021, the City of Santa Maria sent letters to the local Native American contacts identified by the Native American Heritage Commission. No requests for consultation on this project were received.

Figure 1. Project Vicinity Map

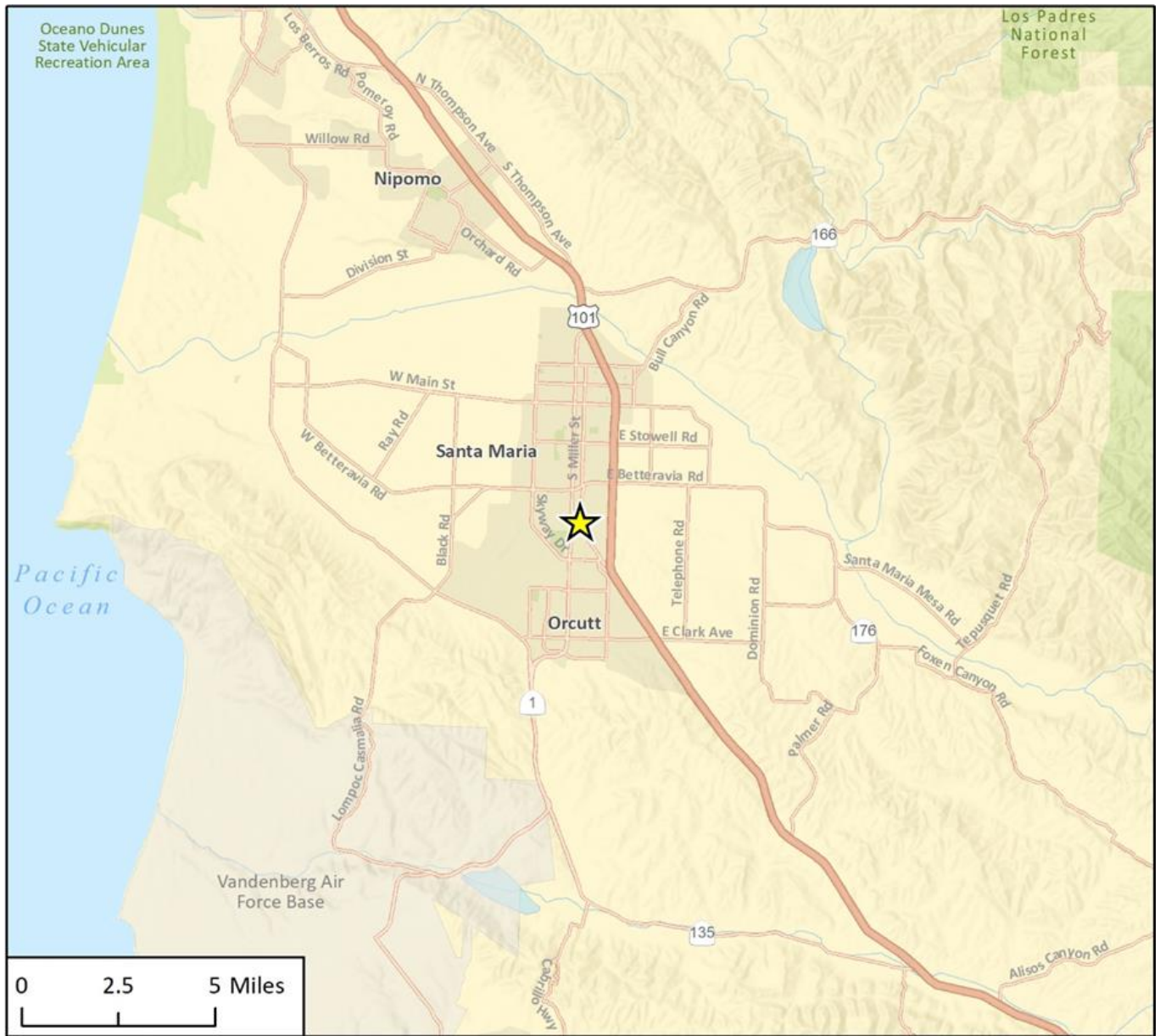


Figure 2. Project Location Map

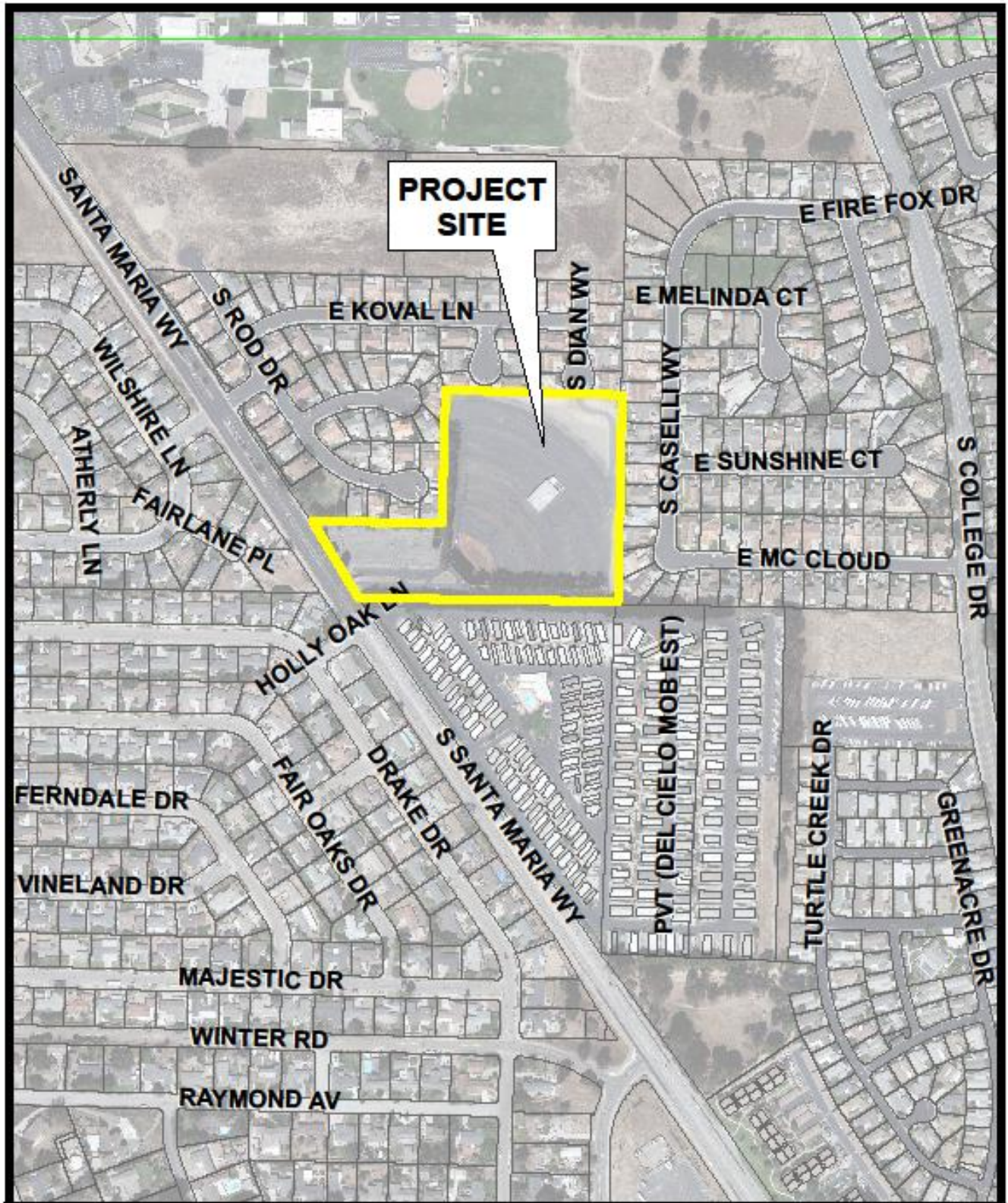


Figure 3. Existing General Plan Designation Map

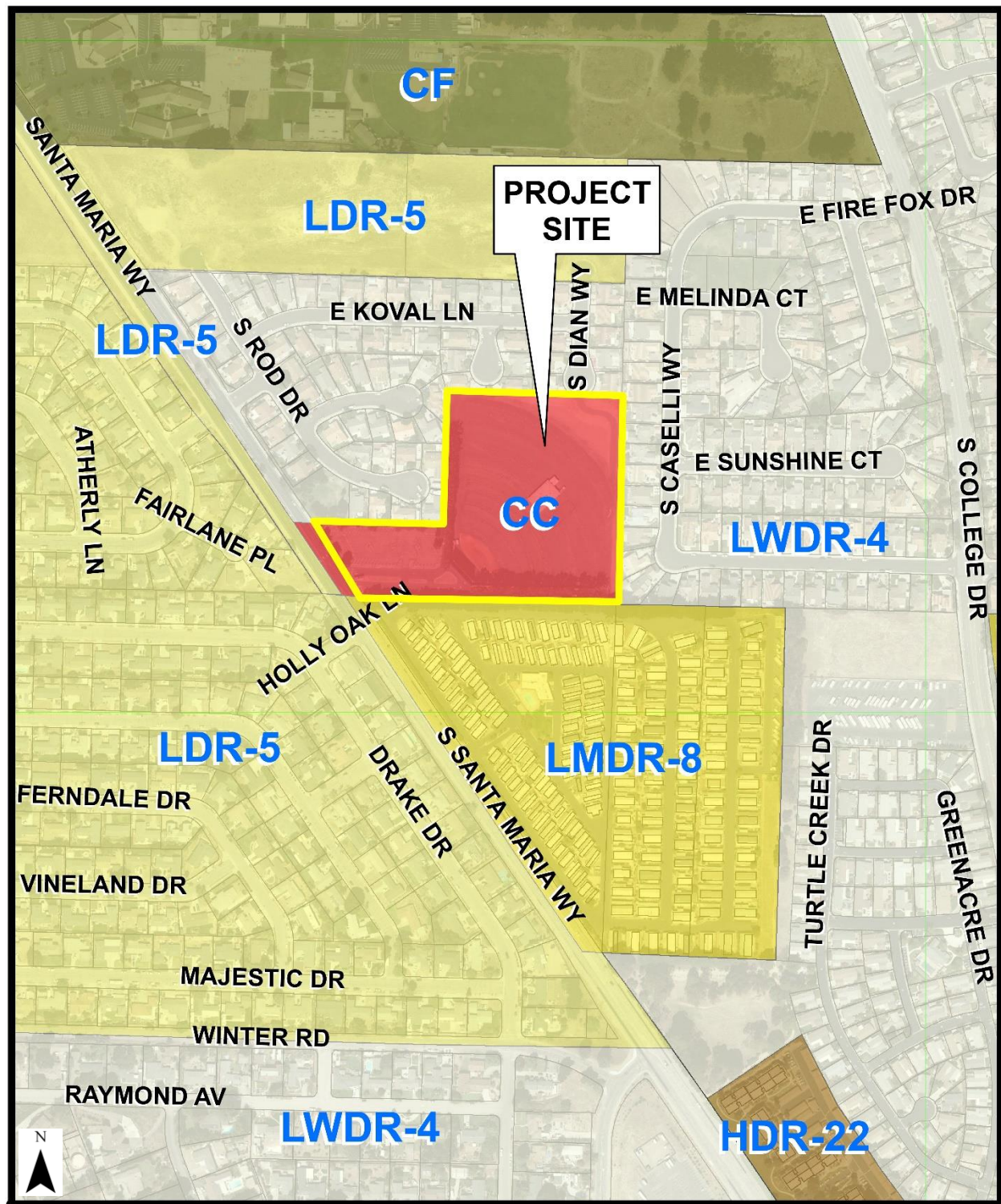


Figure 4. Proposed General Plan Designation Map

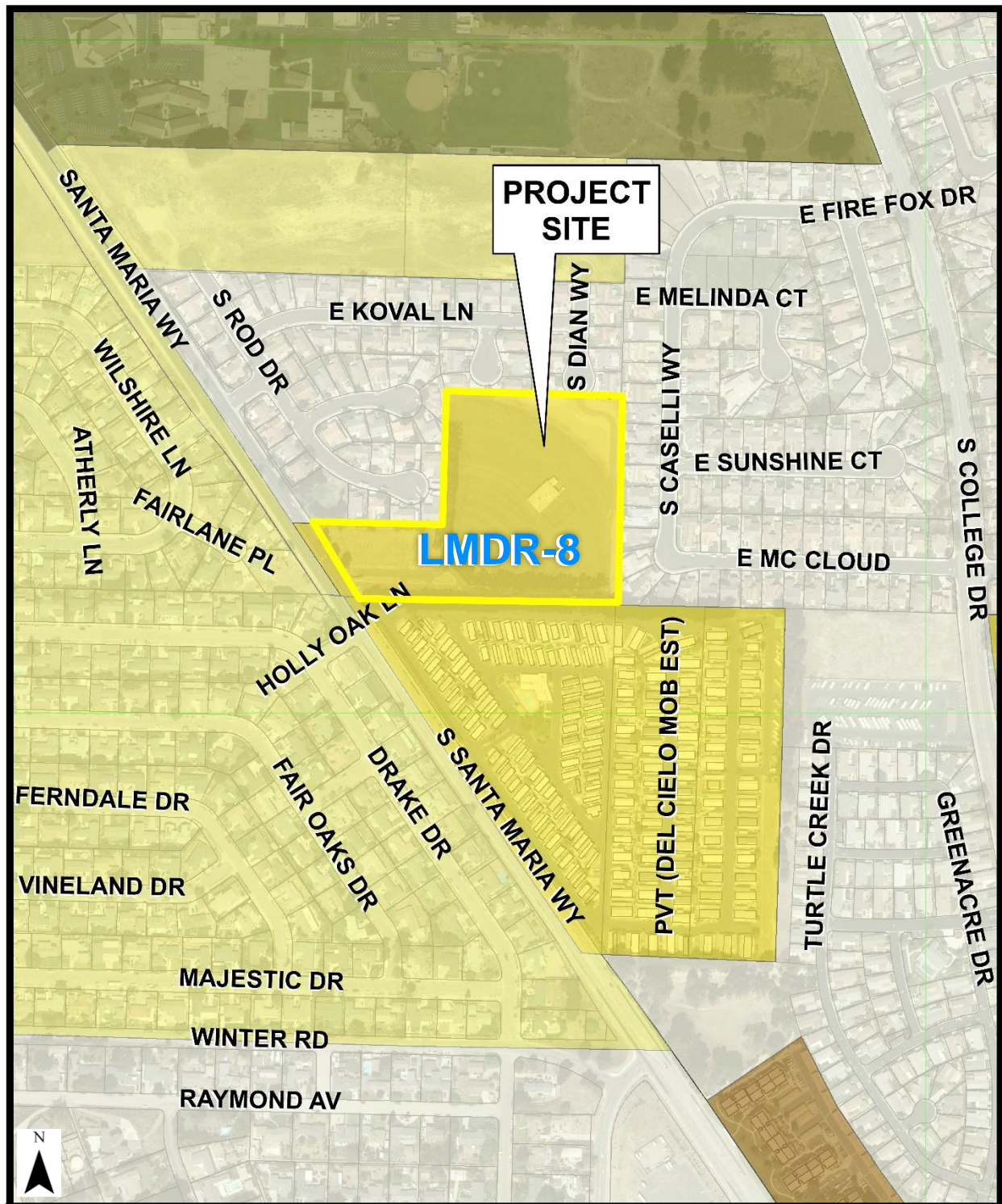


Figure 5. Existing Zoning Designations Map

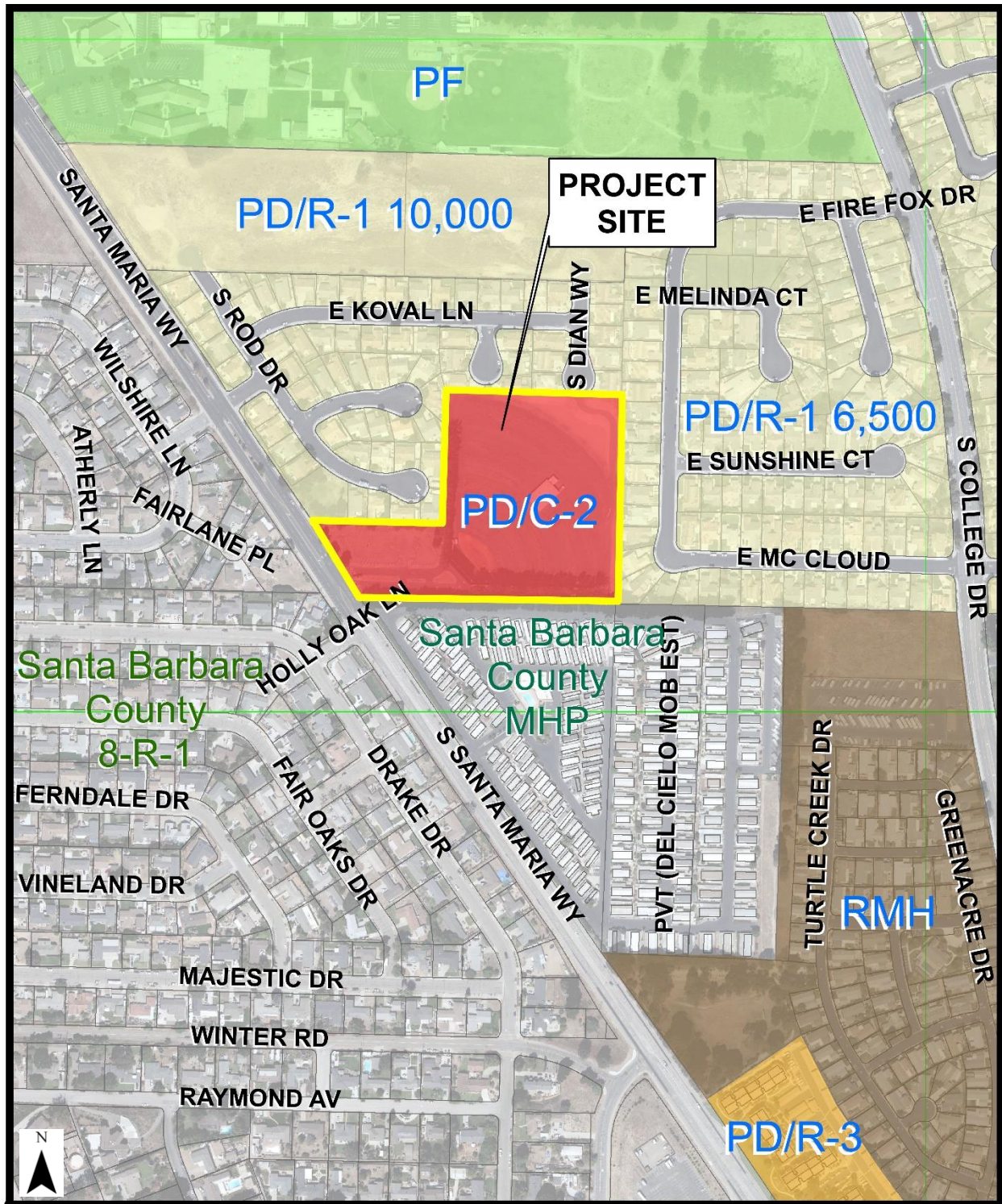


Figure 6. Proposed Zoning Designations Map

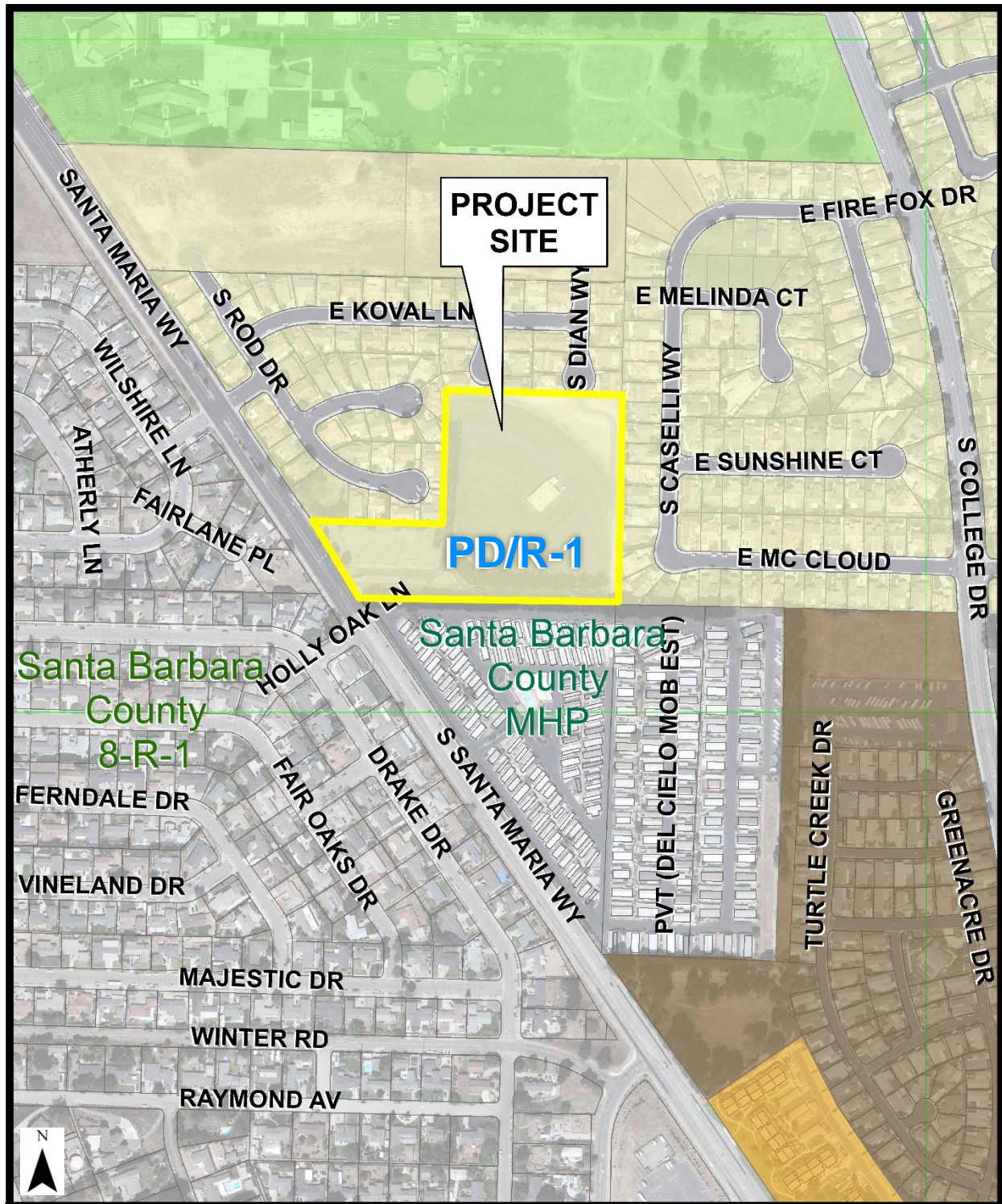
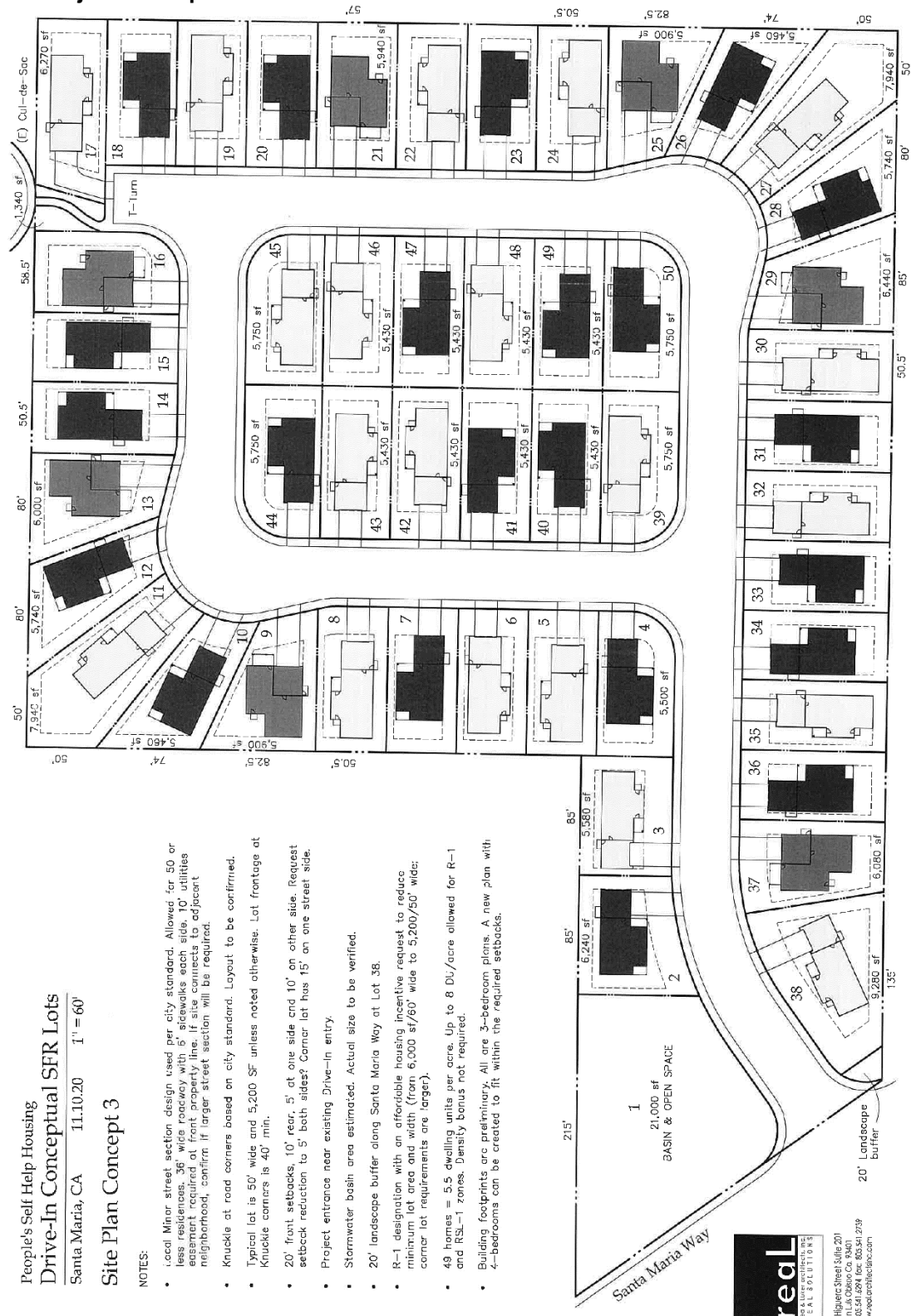


Figure 7. Project Concept Site Plan



1. AESTHETICS/VISUAL RESOURCES

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

Setting:

The project site is located within the southern area of the city of Santa Maria in Santa Barbara County and approximately one-quarter mile west of U.S. Highway 101 (US 101). The project site is entirely disturbed and mostly paved. Two rows of mature trees also exist on the project site bounding the west and south perimeter of the drive-in parking/viewing area adjacent to the screen structure. Topography of the site is flat to moderately sloping and there are no significant rock outcroppings or other scenic features occur on the site. The project site is entirely surrounded by urban development, within the City of Santa Maria to the north, east and west and the Orcutt community to the south and is considered infill development.

Impact Discussion:

- a. For purposes of determining significance under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. According to the City's Land Use Element and Resources Management Element, the project site is not located within a scenic vista. The project site is developed as a drive-in theater and is surrounded by low density and mobile-home residential neighborhoods. The proposed zoning and land use designations (LMDR-8, PD/R-1) would allow for the site to be developed in the future with residential development (single-family homes). Residential development would be visually compatible with its surrounding land uses and there are no known unique or important scenic vistas within or in the immediate vicinity of the project site; *therefore, the project would not result in any adverse effects on a scenic vista.*
- b. Viewers travelling along US 101, an eligible but not officially designated State Scenic Highway in the project vicinity, would not be exposed to views of the project site due to being one-quarter mile west of the project, and the intervening development and topography. In addition, the project site does not contain any significant physical scenic resources onsite;

therefore, potential impacts related to substantial damage to scenic resources within a state scenic highway corridor would be less than significant.

- c. The project site is located in an urban area of Santa Maria and is considered urbanized pursuant to CEQA Section 21071. The proposed General Plan Amendment and rezoning of the parcel would allow for the potential future development of residential land uses under the proposed PD/R-1 zoning designation that were not previously allowed at this location due to the existing PD/C-2 zoning regulations and the CC general plan designation. The proposed rezone to PD/R-1 would require greater setbacks for structural development than the existing C-2 zoning, and the maximum building height for structures would be reduced from 70' (PD/C-2) to 30' in PD/R-1, which is consistent with a 2-story single family residence. The overall visual impacts from development under the PD/R-1 zoning regulations would be less than the existing PD/C-2 zoning.

Future residential development on the parcel would be consistent with surrounding land uses in an area, which except for the mobile home park to the south, is entirely surrounded single-family by residential neighborhoods with similar densities. Therefore, the project proposes uses that are compatible with surrounding areas. The project site would be zoned for Single Family Residential development and would be subject to City landscape standards for new residential developments to ensure visual consistency of the site with adjacent residential development. The project would be designed to be consistent with Single-family architectural and aesthetic standards provided in Title 12 – Zoning Section 12-6.14, which includes roofing design and material standards, restriction of use of shiny or reflective materials, and standards for siding materials.

Construction vehicles, equipment, and materials would be visible from adjacent land uses and Santa Maria Way during the construction phase of the project. However, the project is not located in a highly scenic area, and construction-related visual impacts would be temporary; *therefore, potential impacts related to degradation of the existing visual character or quality of the site and its surroundings would be less than significant.*

- d. Future residential development located on the site as a result of the proposed General Plan Amendment and rezone would introduce new outdoor lighting to the project site including street lighting and exterior lighting fixtures on the new residences. However, the proposed lighting associated with the project would be similar to existing lighting of surrounding residential land uses and would not substantially affect day or nighttime views of the area. In addition, the project would be designed and constructed to be consistent with Santa Maria Municipal Code Title 12 – Zoning Section 12-6.14 which prohibits use of shiny or reflective materials on roofing or siding of single-family dwellings; *therefore, impacts related to creation of light or glare would be less than significant.*

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

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:

Agriculture has historically played an important role in the economy and development of the City of Santa Maria and the Santa Maria Valley. Soil quality, water supply, year-round growing season, and level topography have made the Santa Maria Valley one of the most productive agricultural regions in the country. However, the project site is a developed drive-in theater, and is located within a developed portion of the City that is not currently used, and has not historically been used, for agricultural purposes.

Impact Discussion:

- a. According to the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) Important Farmland Map for Santa Barbara County (DOC 2016), the site is mapped as Urban and Built-up Land. Urban and Built-up Land is defined as land that is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a ten-acre parcel. In addition, the project site does not lie within the area identified in the City Resources Management Element as having prime agricultural soils. The project site does not include any land that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as designated by the FMMP; *therefore, no conversion of these lands would result from implementation of the project, and no impacts would occur.*

- b. There is no active farmland on the project site or in the project vicinity. The project site is currently zoned commercial and is fully developed with a drive-in theater. The site is surrounded by existing developed land which is not active farmland or designated Agricultural Open Space. Based on the Prime Agricultural Soils and Preserves Map provided in the City Resources Management Element, neither the project site nor surrounding properties are under a Land Conservation Act (Williamson Act) contract; *therefore, the project would not result in a conflict with existing zoning for agricultural use, or a Williamson Act contract, and no impacts would occur.*
- c. The project site is fully developed and does not support forest land or timberland. Onsite vegetation primarily consists of ornamental shrubs, with ornamental pine and eucalyptus trees. The site is zoned commercial, is located within an urban setting, and is not within close proximity to forest land or timberland resources; *therefore, implementation of the project would not result in impacts by creating a conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.*
- d. The project site is fully developed with a drive-in theater and located in an urbanized area of the City and is not located within or adjacent to forest land; *therefore, the project would not result in impacts due to the loss of forest land or conversion of forest land to non-forest use.*
- e. As discussed above, the project site does not include active agriculture; Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as designated by the FMMP; land under active Williamson Act contract; or land designated or zoned for agricultural use, forest land, or timber land. The site fully developed with a drive-in theater and does not support agricultural uses in the surrounding area and would not directly or indirectly adversely affect agricultural support services in the vicinity; *therefore, no impacts to agriculture or forest resources would occur.*

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

3. AIR QUALITY

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

Setting:

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

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 (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulates less than 10 and 2.5 microns in diameter (PM₁₀ and PM_{2.5}), and lead (Pb). California air quality standards are identical to or stricter than federal standards for all criteria pollutants (see Table 4 below).

Table 2. Current Federal and State Ambient Air Quality Standards

| <u>Pollutant</u> | <u>Federal Standard</u> | <u>California Standard</u> |
|--|---|---|
| <u>Ozone (O₃)</u> | <u>0.070 ppm (8-hr avg)</u> | <u>0.09 ppm (1-hr avg)</u> <u>0.070 ppm (8-hr avg)</u> |
| <u>Carbon Monoxide (CO)</u> | <u>9.0 ppm (8-hr avg)</u> <u>35.0 ppm (1-hr avg)</u> | <u>9.0 ppm (8-hr avg)</u> <u>20.0 ppm (1-hr avg)</u> |
| <u>Nitrogen Dioxide (NO₂)</u> | <u>0.053 ppm (annual avg)</u> | <u>0.18 ppm (1-hr avg)</u> <u>0.030 ppm (annual avg)</u> |
| <u>Sulfur Dioxide (SO₂)</u> | <u>0.030 ppm (annual avg)</u> <u>0.14 ppm (24-hr avg)</u> <u>0.5 ppm (3-hr avg)</u> | <u>0.04 ppm (24-hr avg)</u> <u>0.25 ppm (1-hr avg)</u> |
| <u>Lead (Pb)</u> | <u>1.5 µg/m³ (calendar quarter)</u> | <u>1.5 µg/m³ (30-day avg)</u> |
| <u>Particulate Matter (PM₁₀)</u> | <u>150 µg/m³ (24-hr avg)</u> | <u>20 µg/m³ (annual avg)</u> <u>50 µg/m³ (24-hr avg)</u> |
| <u>Particulate Matter (PM_{2.5})</u> | <u>12 µg/m³ (annual avg)</u> <u>35 µg/m³ (24-hr avg)</u> | <u>12 µg/m³ (annual avg)</u> |
| <u>Sulfates</u> | <u>No National Standards</u> | <u>25 µg/m³ (24-hr avg)</u> |
| <u>Hydrogen Sulfide</u> | | <u>0.03 ppm (1-hr avg)</u> |
| <u>Vinyl Chloride</u> | | <u>ppm (24-hr avg)</u> |

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

Source: CARB 2016a.

Current Ambient Air Quality. The SBCAPCD monitors air pollutant levels to assure that air quality standards are met and, if they are not met, SCCAB is said to be in “non-attainment.” The county is designated unclassifiable/attainment for the federal PM_{2.5} standard and unclassified for the state PM_{2.5} standard. However, the county is currently in non-attainment for the state PM₁₀ standard.

The SBCAPCD's 2019 Ozone Plan (2019 Plan) (SBCAPCD 2019) is the ninth triennial update to the initial state Air Quality Attainment Plan adopted by the SBCAPCD Board of Directors in 1991 (other updates were done in 1994, 1998, 2001, 2004, 2007, 2010, 2013, and 2016). Santa Barbara County is designated "attainment" for the federal 8-hour ozone standard of 0.070 parts per million (ppm) and is therefore not currently required to prepare any plans for the federal ozone standard. Effective July 1, 2020, Santa Barbara County has been designated as attainment for the State ozone standards.

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 on all sides of the project and a private school approximately 700 feet north of the site.

Impact Discussion:

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

Potential future development of new uses under the proposed PD/R-1 zoning, such as new single-family residences, would result in the generation of mobile-source emissions. Long-term operational increases in emissions of criteria air pollutants were calculated using the CalEEMod, version 2016.3.2. The results of the CalEEMod are included in Appendix A. The concept subdivision map with 49 single-family residential units was analyzed. Emissions modeling included quantification of emissions associated with area sources, energy use, and mobile sources.

The proposed project would not result in near-term increases in population that would exceed year 2025 population projections or exceed year 2035 projections. Therefore, the project would be overall consistent with the growth assumptions in the 2019 Ozone Plan (the applicable air quality plan) and potential impacts would be *less than significant*.

- b. **Construction Emissions.** Potential future development of new uses on the site under the proposed PD/R-1 zoning would require ground-disturbing activities, including grading and trenching throughout the 8.89-acre site and excavation associated with the installment of new offsite water and wastewater infrastructure to serve the project site. Ground-disturbing activities have the potential to generate short-term emissions and fugitive dust. Emissions of ozone precursors (NO_x and ROC) during project construction would result primarily from the on-site use of heavy construction equipment and construction vehicle trips. Short-term construction emissions associated with future development that would be allowed by the proposed project were estimated using the California Emission Estimator Model (CalEEMod). Emissions were quantified for demolition, site preparation, grading, building construction, paving, and architectural coating as proposed under the concept 49-unit single family subdivision (See Table 5 below).

The SBCAPCD is currently designated "attainment" for the federal 8-hour ozone standard of 0.070 parts per million (ppm) and in attainment for the state ozone standards. The county is designated unclassifiable/attainment for the federal PM_{2.5} standard, unclassified for the state PM_{2.5} standard, and nonattainment for the state PM₁₀ standard.

Santa Barbara County Environmental Thresholds and Guidelines Manual provides no quantitative threshold for short-term, construction emissions. However, the SBCAPCD recommends lead agencies to use a 25 tons/year significance threshold for construction emissions of reactive organic gases (ROG) and oxides of nitrogen (NO_x; SBCAPCD 2017), as well as other criteria emissions with the exception of carbon monoxide.

The SBCAPCD requires dust control measures for all projects involved in earthmoving activities regardless of the significance of the fugitive dust impacts; therefore, the SBCAPCD's standard fugitive dust control measures have been incorporated as mitigation measures to reduce fugitive dust generated during construction.

Due to sensitive receptors immediately adjacent to the project site, the project is also required to implement measures recommended by the SBCAPCD to reduce construction-related emissions of ozone precursors (NO_x and ROG) and measures to reduce diesel particulate matter (DPM) emissions to the maximum extent feasible. Additionally, the SBCAPCD regulations require permits for equipment powered by diesel or gasoline-fueled engines rated at 50 horsepower or greater, and for boilers or large water heaters with combined heat input rating exceeding 2.0 million British thermal units (BTUs) per hour.

Table 5. Estimated Annual Construction Emissions

| | Annual Emissions (tons/year) | | | | | |
|---------------------------------------|------------------------------|-----------------|------|-----------------|------------------|-------------------|
| | ROG | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
| Project | 0.72 | 1.53 | 1.65 | 0.00 | 0.23 | 0.15 |
| SBCAPCD Recommended Threshold: | 25 | 25 | N/A | 25 | 25 | 25 |
| Exceeds Threshold? | No | No | N/A | No | No | No |

Construction emissions would not violate any SBCAPCD air quality standard, and compliance with the SBCAPCD's standard mitigation for fugitive dust and ozone precursors would ensure the project would not cumulatively contribute substantially to the County's non-attainment status; *therefore, construction impacts would be less than significant with mitigation.*

Operational Emissions. Long-term emissions would be generated by on- and off-site stationary, area, and mobile sources. Estimated unmitigated operational air emissions were calculated for the proposed project using the CalEEMod. The results of the CalEEMod are included in Appendix A. The results of the unmitigated estimated operational emission calculations for the proposed project indicate that the project would generate approximately 11.56 pounds per day of ROG and 5.03 pounds per day of NO_x (ozone precursors) which would not exceed the SBCAPCD's threshold of 240 pounds per day. Additionally, the project would generate approximately 2.53 pounds per day of fugitive PM₁₀, which does not exceed the SBCAPCD's threshold of 80 pounds per day. Lastly, mobile sources would generate approximately 4.42 pounds per day of NO_x, and 0.89 pounds per day of ROG, which would not exceed the SBCAPCD's threshold of 25 pounds per day for mobile sources. Operational emissions generated by the project 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. Sensitive receptor locations include residences, schools, and hospitals. The nearest sensitive receptors to the project site include the single-family residences located on all sides of the project and a private school approximately 700 feet north of the site.

While the proposed General Plan Amendment and Rezone would not trigger any direct air pollutant emissions, future development allowed under the proposed LMDR-8 and PD/R-1 General Plan designation and zoning could indirectly lead to temporary air pollutant emissions during the construction phase in close proximity to sensitive receptors. These activities include site grading, paving, motor vehicle exhaust associated with construction equipment and worker trips, as well as the movement of construction equipment on unpaved surfaces. Short-term construction emissions would result in increased emissions of ozone-precursor pollutants (i.e., reactive organic gases (ROG) and NO_x) and emissions of fugitive dust. Additionally, fugitive dust and diesel particulate matter emissions generated during construction activities could contribute to elevated localized concentrations at nearby off-site and on-site sensitive receptor locations. Mitigation measures **AQ-1** through **AQ-6** have been identified to reduce construction-related emissions of fugitive dust, and diesel particulate matter, and ROG and NO_x emissions. Upon implementation of these measures, potential construction-related impacts to sensitive receptors *would be less than significant with mitigation*.

- d. Construction activities resulting from future residential development of the site under the proposed PD/R-1 zoning have the potential to emit odors from diesel equipment, paints, solvents, fugitive dust, and adhesives. Odors from construction activities would be intermittent and temporary, and generally would not extend beyond the construction area. The proposed project does not include any components or operational activities expected to generate substantial odor. Due to the temporary and intermittent nature of construction odors, the project would not result in objectionable odors affecting a substantial number of people; *therefore, potential impacts would be less than significant with mitigation*.

Mitigation Measure(s) incorporated into the project:

AQ-1 Fugitive Dust Control Measures

Projects are expected to manage fugitive dust emissions such that emissions do not exceed APCD's visible emissions limit (APCD Rule 302), create a public nuisance (APCD Rule 303), and are in compliance with the APCD's requirements and standards for visible dust (APCD Rule 345). During site preparation and construction activities, the following measures shall be implemented, to the extent feasible, to minimize short-term construction fugitive dust emissions:

- a. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 miles per hour. Reclaimed water should be used whenever feasible. However, reclaimed water should not be used in or around crops for human consumption.
- b. On-site vehicle speeds shall be no greater than 15 miles per hour when travelling on unpaved areas.
- c. Install and operate a track-out prevention device where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or

combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.

- d. If importation, exportation, and/or stockpiling of fill material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
- e. Minimize the amount of disturbed area. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, OR using roll-compaction, OR revegetating, OR by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible.
- f. Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (>25 mph) clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by onsite operations from becoming a nuisance or hazard.
- g. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance.

AQ-2 Diesel Particulate and NOx Emission Reduction Measures

The project proponent shall comply with the requirements of Section 2485 of Title 13 of the California Code of Regulations, which limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. Prior to grading/building permit issuance, all requirements shall be shown as conditions of approval on grading/building plans. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection. APCD inspectors will respond to nuisance complaints. Additionally, during site preparation and construction activities, the following measures shall be implemented to reduce mobile-source emissions:

- a. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program or shall obtain an SBCAPCD permit.
- b. Fleet owners of mobile construction equipment are subject to the ARB Regulation for In-Use Off-Road Diesel Vehicles (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce NOx, DPM, and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation.
- c. Fleet owners of mobile construction equipment are subject to the ARB Regulation for In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NOx and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. On-road heavy-duty trucks shall comply with the State On-Road Regulation.
- d. All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Idling of heavy-duty diesel

construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever feasible.

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

AQ-3 Portable Diesel-Fired Construction Engines. All portable diesel-fired construction engines rated at 50 bhp or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD permits prior to grading/building permit issuance. Construction engines with PERP certificates are exempt from APCD permit, provided they will be on-site for less than 12 months.

AQ-4 Diesel Idling. At all times, idling of heavy-duty diesel trucks should be minimized; auxiliary power units should be used whenever possible. State law requires that:

- Drivers of diesel-fueled commercial vehicles shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location.
- Drivers of diesel-fueled commercial vehicles shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle. Trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required).
- See www.arb.ca.gov/noidle for more information.

AQ-5 Asphalt Paving. Asphalt paving activities shall comply with APCD Rule 329, *Cutback and Emulsified Asphalt Paving Materials*.

AQ-6 Architectural Coatings. The application of architectural coatings, such as paints, primers, and sealers that are applied to buildings or stationary structures, shall comply with APCD Rule 323.1, *Architectural Coatings* that places limits on the VOC-content of coating products.

4. BIOLOGICAL RESOURCES

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

Setting:

The project site is located in an urbanized area of the incorporated city of Santa Maria and is surrounded by residential development, abutting Santa Maria Way directly to the west. The project site is entirely disturbed, nearly entirely paved, and otherwise fully developed with improvements related to drive-in theater use. Unpaved areas consist of ornamental landscape, or bare dirt areas void of vegetation. Rows of eucalyptus trees are present within the site along the south and west perimeter of the drive-in parking field. The west row of trees is adjacent to existing single-family lots and homes. Future residential development on the site under the proposed PD/R-1 zoning would most likely require that the two rows of eucalyptus trees be removed. Another row of trees exists on the adjacent property south of the site; these trees are not on the project site, and not a part of this project.

Literature reviews to assess special-status species and their known occurrences have been completed for recent projects in the vicinity (those approximately ½ mile or less from this project site). These reviews consulted the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB), the U.S. Fish and Wildlife Service (USFWS) Information Planning and Consultation (IPaC) website, and the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Plants of California.

Impact Discussion:

- a. The project site is fully developed and nearly entirely paved, with the majority of unpaved surfaces being highly disturbed, and regularly cleared of vegetation, or consisting of ornamental vegetation. There is no potential for special status plant species to occur on the site. *Therefore, the project will have no impact to special status plants.*

Special-Status Animals

Based on the queries of CNDDDB and IPaC recently conducted on nearby project sites, a total of 11 special-status animal species have been documented in the Santa Maria Quadrangle, as listed below in Table 6.

Table 6. Special-Status Wildlife Species Documented Within Project Vicinity

| Species Name | Legal Status |
|--|---|
| American badger (<i>Taxidea taxus</i>) | California Species of Special Concern |
| Burrowing owl (<i>Athene cunicularia</i>) | California Species of Special Concern |
| California condor (<i>Gymnogyps californianus</i>) | Endangered |
| California red-legged frog (<i>Rana draytonii</i>) | Federal Threatened, California Species of Special Concern |
| California tiger salamander (<i>Ambystoma californiense</i>) | Federal Threatened, California Watchlist Species |
| Coast horned lizard (<i>Phrynosoma blainvillii</i>) | California Species of Special Concern |
| Least bell's vireo (<i>Vireo bellii pusillus</i>) | Federal Endangered |
| Nesting Bird (Class Aves) | California Fish and Game Code 3503 and 3503.5 |
| Northern California legless lizard (<i>Anniella pulchra</i>) | California Species of Special Concern |
| Southwestern willow flycatcher (<i>Empidonax traillii extimus</i>) | Federal Endangered |
| Vernal pool fairy shrimp (<i>Branchinecta lynchi</i>) | Federal Threatened |

Based on the project site's existing conditions, the row of eucalyptus trees on the project site has the potential to support habitat for nesting birds. Specific habitat requirements for nesting migratory birds are discussed below.

Nesting Migratory Birds

The eucalyptus trees present within the project site provide suitable foraging and nesting habitat for a variety of bird species protected under the Migratory Bird Treaty Act (MBTA) and

the California Fish and Game Code. If project construction activities are conducted between February and September, they could result in direct and indirect impacts to nesting birds, if present. Potential direct impacts to nesting birds include injury, mortality, or destruction of nests and/or eggs from the use and movement of construction equipment tree and vegetation removal. Potential indirect impacts to nesting birds include the generation of noise and dust from construction activities and the alteration of suitable nesting habitat. Mitigation Measure BIO-1 is included to minimize potential impacts to nesting migratory birds during project construction activities.

The project site is highly disturbed and surrounded by urban development in the City of Santa Maria on all sides and, therefore, does not contain suitable habitat for any other special-status species. Implementation of Mitigation Measure BIO-1 would reduce potential impacts to special-status species to less than significant; *therefore, potential impacts related to special status wildlife would be less than significant with mitigation.*

- b-c. The project site is fully disturbed and nearly entirely paved, and surrounded by developed urbanized land uses. No riparian habitat, vegetation, state or federally protected wetland, or other sensitive community is present within the project site; therefore, *no impacts related to sensitive natural communities or federally protected wetlands would occur.*
- d. The project site is located within the city of Santa Maria and is surrounded by urban development. Based on the California Essential Habitat Connectivity Project Central Coast Ecoregion Map, the project site is not located within an Essential Connectivity Area, which is defined as an important area for maintaining connectivity between large blocks of land for wildlife corridor purposes (CDFW 2018). The City Resource Conservation Element identifies the Santa Maria River and Orcutt Creek as potential wildlife corridors. The project site is not in close proximity to either of these mapped areas (City of Santa Maria 2001). The project area does not support any surface water resources, migratory corridors, or nursery sites. Implementation of the proposed project would not significantly restrict the movement of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites; *therefore, potential impacts would be less than significant.*
- e. Future residential development on the site that would be allowed under the proposed PD/R-1 zoning may result in the removal of a row of eucalyptus trees. Future development would be subject to the City's requirements for replacement of all existing trees greater than 6 inches in diameter approved for removal. The project site is not within or in close proximity to the significant wildlife habitat areas identified in the City of Santa Maria Resource Management Element (City of Santa Maria 2001). The proposed project would not conflict with any other policies related to the protection of biological resources; *therefore, potential impacts would be less than significant.*
- f. There are no adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans applicable to or near the project site. The project would comply with the City's General Plan and local ordinances pertaining to the protection of biological resources; *therefore, no impacts would occur.*

Mitigation Measure(s) incorporated into the project:

BIO-1 Site preparation, ground-disturbance, and construction activities including tree and vegetation removal should be conducted outside of the migratory bird nesting season (February 1st through September 30th). If such activities are required during this period, the applicant shall retain a qualified biologist to conduct a nesting bird survey and verify that

migratory birds are not nesting in the site. If nesting activity is detected, the following measures shall be implemented:

1. The project shall be modified via the use of protective buffers, delaying construction activities, or other methods designated by the qualified biologist to avoid direct take of identified nests, eggs, and/or young protected under the MBTA and/or California Fish and Game Code.

The qualified biologist shall document all active nests and submit a letter report to the City of Santa Maria documenting project compliance with the MBTA, California Fish and Game Code, and applicable project mitigation measures.

5. CULTURAL RESOURCES

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

Setting:

The Santa Maria Valley is within lands traditionally occupied by the Chumash until European contact in the mid-18th century. Areas within close proximity to perennial water sources tend to have higher archeological sensitivity. The project site is not located within close proximity to any blue-line streams or bodies of water. According to the City Resources Management Element, the project site is located in an area designated to have low sensitivity for archeological resources.

The establishment of Mission San Luis Obispo to the north and Mission La Purisima 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 historic structures and landmarks, with additional sites designated by the Landmark Committee, none of which are located onsite.

As defined by CEQA, a historical resource includes:

1. A resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR); or,
2. Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural records

of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence.

The California Department of Parks and Recreation, includes registration programs for California Historical Landmarks, Points of Historical Interest, and Register of Historical Resources. In addition, there is also the National Register of Historic Places. A summary for the criteria for each Department's Office of Historic Preservation program is provided in Table 7 below):

Table 7. Department's Office of Historic Preservation Programs

| | California Historical Landmarks | California Points of Historical Interest | California Register of Historical Resources | National Register of Historic Places |
|-----------------|---|---|--|---|
| Criteria | <p>The first, last, only or most significant of its type in the state or within a large geographic region (Northern, Central or Southern California).</p> <p>Associated with an individual or group having a profound influence on the history of California.</p> <p>A prototype of, or an outstanding example of, a period, style, architectural movement or construction or is one of the more notable works or the best surviving work in a region of a pioneer architect, designer or master builder.</p> | <p>Same as those for Landmarks, but directed to local (city or county) regions.</p> | <p>Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.</p> <p>Associated with the lives of persons important to local, California or national history.</p> <p>Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.</p> <p>Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.</p> | <p>Associated with events that have made a significant contribution to the broad patterns of our history.</p> <p>Associated with the lives of persons significant in our past.</p> <p>Embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.</p> <p>Has yielded, or may be likely to yield, information important in history or prehistory</p> |

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 building and structures on the project site, although older than fifty years, are not listed on the California Register of Historical Resources nor do they appear to meet the eligibility requirements for a California Historical Landmark, Point of Historical Interest, and Register of Historical Resources, or National Register of Historic Places, for any structure on-site to be considered historical resources. Depending on the program listed, Written consent of property owner(s) is required, or where consent is not required, a site cannot be listed if owner(s) objects. The current property owner placed the property for sale as a developable site for residential, commercial, or a mixed use project, which is contrary to any intent for preservation of the site structures on site.

The project site is also located outside of the City's Historic overlay zone and none of the buildings on-site or adjacent areas contain structural components listed within the City's Landmarks or Objects of Historical Merit list; *therefore, the project would not result in a substantial adverse change in the significance of, or any other adverse impact to, a historical resource. No impact would occur.*

- 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. The Resources Management Element in the City's General Plan delineates High or Moderate, Low, and Negligible archaeological sensitivity areas within the city; the project site is designated as Archaeological Sensitivity Area 2 – Low Sensitivity. Nevertheless, ground disturbance associated with construction activities could inadvertently uncover previously unknown, buried archeological deposits. Inadvertent disturbance of unknown buried resources is considered a potentially significant impact. Implementation of mitigation measures provided below would ensure potential impacts are avoided and/or minimized; *therefore, impacts would be less than significant with mitigation.*
- c. Based on previous site disturbance and manipulation, buried human remains are not expected in the site area. In the event of an accidental discovery or recognition of any human remains, California State Health and Safety Code Section 7050.5 stipulates that no further disturbances shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and Public Resources Code Section 5097.98. With adherence to State Health and Safety Code Section 7050.5, which stipulates the process to be followed when human remains are encountered, and Mitigation Measure CR-1, impacts related to the disturbance of archaeological resources and human remains would be reduced to less than significant; *therefore, potential impacts are less than significant with mitigation.*

Mitigation Measure(s) Incorporated into the Project:

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

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

6. ENERGY

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

Setting:

As of January 2021, Santa Maria customers began to receive their electricity from Central Coast Community Energy (C3E) (previously known as Monterey Bay Community Power [MBCP]), which is a community choice energy agency which has committed to providing its customers with 100% carbon-free energy by the year 2030. Per Public Utilities Code Section 366.2, customers have the right to opt out of the community choice energy program and continue to receive service from the incumbent utility (PG&E) if they so choose (City of Santa Maria 2020).

The California Building Code (CBC) contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The CBC includes mandatory green building standards for residential and nonresidential structures, the most recent version of which are referred to as the *2019 Building Energy Efficiency Standards* (effective January 1, 2020). These standards focus on four key areas: smart residential photovoltaic systems, updated thermal envelope standards (preventing heat transfer from the interior to the exterior and vice versa), residential and nonresidential ventilation requirements, and non-residential lighting requirements.

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

Project-Specific Impact Discussion:

- a. During construction of future residential development under the proposed LMDR-8 and PD/R-1 land use designation and zoning, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. The energy consumed during construction would be temporary in nature and would be typical of other similar construction activities in the county. Federal and state regulations in place require fuel-efficient equipment and vehicles and prohibit wasteful activities, such as diesel idling. Therefore, the amount and rate of consumption of such resources during construction and maintenance activities would not result in the unnecessary, inefficient, or wasteful use of energy resources; construction energy use impacts would be *less than significant*.

Operational mobile-source energy consumption would be primarily associated with vehicle trips to and from the project. The traffic analysis conducted for the project (Traffic and Circulation Study, Associated Transportation Engineers, December 8, 2020) estimates the operational project will create 463 average daily trips and 49 trips in the pm peak hour. The development of increasingly efficient automobile engines would result in increased energy efficiency and energy conservation. In addition, based on the Transportation Impact Study prepared for the project, the project would result in an overall decrease in regional VMT (CCTC 2021). Therefore, proposed project mobile vehicle trips would not result in increased fuel usage that would be considered unnecessary, inefficient, or wasteful.

energy efficiency and energy conservation. In addition, based on the Transportation Impact Study prepared for the project, the project would result in an overall decrease in regional VMT (CCTC 2021). Therefore, proposed project mobile vehicle trips would not result in increased fuel usage that would be considered unnecessary, inefficient, or wasteful.

Future residential development allowed under the proposed LMDR-8 and PD/R-1 land use designation and zoning would result in increased electricity and natural gas consumption associated with the long-term operation of the residential land use. Development on the project site would be required to be designed and constructed in compliance with the CBC, which requires that the project achieves high energy efficiency, including, but not limited to, use of low-flow, energy-efficient appliances, light emitting diode (LED) lighting, insulation and building material standards, etc. Development would rely on the local electricity service provider C3E to supply project electricity needs and SoCalGas as a service provider for natural gas, which is committed to replacing 20% of its traditional natural gas supply with renewable natural gas by 2030. Therefore, the project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources and impacts would be *less than significant*.

- b. New structures would be required to comply with Title 24 Building Energy Efficiency Standards which address efficiency of buildings, appliances, insulation and roofing, lighting, and water and space heating and cooling equipment. Operation of the project would involve consumption of electricity and natural gas. However, the project would be designed to comply with Title 24 Building, Energy, and Green Buildings Standards (California Building Code, Title 24, Parts 4, 6 and 11). The project would not conflict with other goals and policies set forth in General Plan pertaining to renewable energy and energy efficiency. Therefore, potential impacts associated with conflict with a state or local plan for renewable energy or energy efficiency would be *less than significant*.

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

7. GEOLOGY AND SOILS

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

Setting:

The proposed project 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 the unincorporated community of 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 (City of Santa Maria 1995). Based on the Geologic Hazards Map provided in the City Safety Element, the project site is not located within a groundshaking zone or an area with expansive soils, shallow ground water with liquefaction potential or in an area with steep slopes susceptible to local failure.

Based on the geologic map of Santa Maria and Twitchell dam quadrangles (Diblee 1994), the project site is underlain by wind-deposited sand, classified as Older Alluvium, deposited in the Late Pleistocene period. Older Alluvium is considered to have high paleontologic sensitivity (U.S. DOT 2004). Fossils that have been historically encountered in formations of this age include tide-pool and rock-cliff mollusks and barnacles in marine deposits (Woodring et al 1950).

The project site is underlain by two soil types, described below based on the U.S. Department of Agriculture Soil Survey of the Northern Santa Barbara Area (USDA 1972):

1. Marina sand, 0-2 percent slopes – This soil unit is mapped in the northeast corner of the project site. The wind erosion factor for this unit is high and the hazard of erosion by water is none to slight.
2. Marina sand, 2-9 percent slopes – This soil unit is mapped in the southwest area of the project site. The wind erosion factor for this unit is high and the hazard of erosion by water is none to slight.

Impact Discussion:

- a.i. The project site is located approximately one mile southwest of the Santa Maria Fault, a known potentially active fault (California Department of Conservation 2010). The Santa Maria Fault does not qualify for Earthquake Fault Zone status as identified by the State Geologist under the Alquist-Priolo Earthquake Fault Zones Act. The proposed residential development would be subject to standard construction standards and the seismic requirements specified in the California Building Code (CBC) to ensure all new buildings would be constructed to withstand the magnitude of earthquakes that could potentially occur within this area; *therefore, potential impacts would be less than significant.*
- a.ii. Seismic ground shaking is influenced by the proximity of the site to an earthquake fault, the intensity of the seismic event, and the underlying soil composition. Based on the Geologic Hazards Map provided in the City Safety Element, the project site is not located within a groundshaking zone. In addition, the effects of seismic ground shaking would be minimized through implementation of the seismic requirements specified in the CBC; *therefore, potential impacts would be less than significant.*
- a.iii. Based on the Alquist-Priolo Earthquake Fault Zone Maps and related information available from the California Department of Conservation's website, the city of Santa Maria is not located within a designated liquefaction hazard area due to relatively deep groundwater levels in the area. Liquefaction potential from ground shaking is generally low in the City of Santa Maria due to the relatively deep groundwater levels that are ordinarily over 70 feet below the ground surface. Based on the Geologic Hazards Map provided in the City Safety

Element, the project site is not located within an area with shallow ground water with liquefaction potential. In addition, the project would be required to comply with CBC seismic requirements and the City's building regulations; *therefore, the potential impacts related to liquefaction would be less than significant.*

- a.iv. Landslides typically occur in areas with steep slopes or in areas containing escarpments. The project site has varied topography ranging from mostly flat to moderately sloping. Based on the Geologic Hazards Map provided in the City Safety Element, the project site is not located within an area with steep slopes susceptible to local failure; *therefore, the potential for impacts related to landslides would be less than significant.*
- b. Future residential development on this site would be subject to the City Landscape and Irrigation Standards to provide soil erosion control onsite. The applicant would also be required to adhere to conditions under the National Pollution Discharge Elimination System Permit (NPDES) issued by the Regional Water Quality Control Board and prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to be administered throughout project construction. The SWPPP would incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction from soil erosion would be reduced to be less than significant. Additionally, the project proposes landscaping and a catchment basin for the management of onsite stormwater runoff; *therefore, potential impacts related to soil erosion would be less than significant.*
- c. The following analysis is based on the Safety Element in the City's General Plan (1995):
 - Liquefaction or collapse: The soil conditions present at the project site are not susceptible to liquefaction if substantial ground shaking events were to occur. Standard construction techniques would be employed to ensure no significant risk to human life would occur; *therefore, impacts related to liquefaction would be less than significant.*
 - Landslide: Landslides typically occur in areas with steep slopes or in areas containing escarpments. Based on the Geologic Hazards Map provided in the City Safety Element, the project site is not located within an area with steep slopes susceptible to local failure; *therefore, the potential for impacts related to landslides would be less than significant.*
 - Lateral Spreading: According to the Safety Element of the City's General Plan, the project site is not located within an area known to contain expansive soils. Additionally, all future development would be required to comply with the most recent CBC requirements, which would ensure protection of structures and occupants from seismic hazards, such as expansive soils; *therefore, impacts related to seismic soils would be less than significant.*
 - Subsidence: The Santa Maria area has not had significant subsidence issues despite historical oil drilling in the area. Although subsidence could occur, it is perceived to be an insignificant risk due to the absence of reported incidences (City of Santa Maria 1995); *therefore, impacts related to subsidence would be less than significant.*
- d. According to the Safety Element of the City's General Plan, the project site is not located within an area known to contain expansive soils. Additionally, all future development would be required to comply with the most recent CBC requirements, which would ensure protection of structures and occupants from seismic hazards, such as expansive soils; *therefore, impacts related to seismic soils would be less than significant.*
- e. Future residential development would include installation of a new service connection to existing City wastewater treatment facilities; *therefore, no impacts would result from the use of an onsite septic system.*

- f. The project site is underlain by Older Alluvium, which is considered to have high sensitivity for palaeontologic resources (Diblee 1994, U.S. DOT 2004). Fossils that have been historically encountered in formations of this age include tide-pool and rock-cliff mollusks and barnacles in marine deposits (Woodring et al 1950). The project site consists of previously disturbed terrain with varied topography. Based on the sensitivity of underlying geologic formations, mitigation has been recommended identifying the inadvertent discovery protocol in order to reduce potential impacts to paleontological resources to less than significant; *therefore, potential impacts are less than significant with mitigation.*

Mitigation Measure(s) incorporated into the project:

GS-1 Inadvertent Discovery of Paleontological Resources. Should any vertebrate fossils or potentially significant finds (e.g., numerous well-preserved invertebrate or plant fossils) be encountered during work on the site, all activities in the immediate vicinity of the find shall cease until a qualified paleontologist evaluates the find for its scientific value. If deemed significant, the paleontological resource(s) shall be salvaged and deposited in an accredited and permanent scientific institution where they will be properly curated and preserved.

8. GREENHOUSE GAS EMISSIONS

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

Setting:

The 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. The proposed project would be constructed and occupied before 2020. 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* indicates 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 Santa Barbara County Air Pollution Control District (SBCAPCD) proposes GHG thresholds for stationary sources of 10,000 MT of CO₂e per year (SBCAPCD 2015). However, neither the SBCAPCD nor the City of Santa Maria has developed or adopted GHG significance thresholds specific to residential development projects. The San Luis Obispo Air Pollution Control District (SLOAPCD) has identified thresholds specific to residential projects in its Greenhouse Gas Thresholds, as adopted in April 2012. The SLOAPCD GHG thresholds are:

- Compliance with Qualified GHG Reduction Strategy; OR
- Bright-Line Threshold of 1,150 MT of CO₂e/yr; OR
- Efficiency Threshold of 4.9 MT CO₂e/SP*/yr

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 CO₂e per year.

Impact Discussion:

- a. The project would change the general plan land use designation from CC to LMDR-8, and change the zoning of the site from PD/C-2 to PD/R-1. This change in the general plan designation and zoning would reduce the potential for future development that utilizes equipment or machinery currently permitted under the CC and C-2 designations, such as brake repair shops, muffler shops, and dental laboratories, that typically emit higher levels of stationary source GHG emissions than uses allowed under the proposed LMDR-8 and R-1 designations.

The future development of the project site with residential uses would have the potential to generate temporary GHG emissions from the operation of construction equipment and vehicle trips. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling.

The Santa Barbara County Air Pollution Control District (SBCAPCD) proposes GHG thresholds for stationary sources of 10,000 MT of CO₂e per year (SBCAPCD 2015). For Single Family Housing, the development size expected to exceed SLOAPCD annual GHG Bright Line Threshold of 1,150 MT CO₂e/year from the operational and amortized construction impacts is 70 dwelling units (SLOAPCD 2012). The maximum density possible on this site is 71 units, however that number does not take into account the necessary internal roadways for a future subdivision layout which together with the minimum lot size standards, would reduce the unit count to below 70 units. The project concept proposes construction of

49 dwelling units and is therefore not expected to exceed the GHG Bright Line Threshold. CalEEMod was used to calculate estimated project construction and operational emissions (refer to Appendix A). Based on the results of the CalEEMod, operation of the proposed project is expected to have a maximum annual CO₂e emission (unmitigated) of approximately 811.19 MT CO₂e/year. Operational emissions are not expected to generate GHG emissions that would exceed the established SBCAPCD threshold of 10,000 MT CO₂e/year or the SLOAPCD threshold of 1,150 MT CO₂e/year; therefore, *potential impacts would be less than significant*.

- b. The City of Santa Maria has not adopted a CAP; however, the County of Santa Barbara Board of Supervisors 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 proposed project would further be required to comply with existing State regulations, which include increased energy conservation measures and other actions adopted to achieve the overall GHG emissions reduction goals identified in AB 32. Because there is no locally adopted GHG Reduction Plan to reduce emissions from new development, the project would be consistent with the proposed land use and zoning designations, and the project would not conflict with any State regulations intended to reduce GHG emissions statewide, the project would be consistent with applicable plans and programs designed to reduce GHG emissions; therefore, *potential impacts would be less than significant*.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to greenhouse gases; therefore, mitigation is not necessary. *Potential impacts would be less than significant*.

9. HAZARDS AND HAZARDOUS MATERIALS

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

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

Setting:

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 located within 3/4 miles of the Santa Maria airport, and the project site is located within 0.25 mile of an existing school.

Impact Discussion:

- a-b. The project consists of a General Plan Amendment and Rezone to allow for the future development of residential uses under the proposed PD/R-1 zoning. Future development of the project site with residential uses would not result in the routine transport, use or disposal of hazardous substances onsite. Any hazardous substances associated with the project would be transported, stored, and used according to regulatory requirements and existing procedures for the handling of hazardous materials; *therefore, impacts would be less than significant.*

Construction of future residential development on the site is anticipated to require limited quantities of hazardous substances, including gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc. Temporary storage containers (bulk above-ground storage tanks, 55-gallon drums, sheds/trailers, etc.) may be used by the project contractor for equipment refueling and maintenance purposes during construction. Handling of these materials has the potential to result in an accidental release. Construction contractors would be required to comply with applicable federal and state environmental and workplace safety laws. Additionally, the construction contractor would be required to implement BMPs for the storage, use, and transportation of hazardous materials during all construction activities; *therefore, impacts related to the routine transport, use, disposal, or accidental release of hazardous materials during construction would be less than significant.*

- c. The project site is located within 0.25 mile of an existing private school facility, Valley Christian Academy. The future development of the concept residential project would not result in long-term emission of hazardous substances. The project would be subject to the requirements for use and transport of hazardous materials of the Uniform Fire Code, including placement of safe-guards to minimize risk of exposure of hazardous materials that could lead to the endangerment of people or property. Short-term respirable fugitive dust and diesel emissions from construction equipment would be potentially harmful to the nearby student population. Implementation of standard dust control and diesel mitigation measures would further reduce potential impacts (refer to Mitigation Measures AQ-1 through AQ-9). *Therefore, impacts related to hazardous emissions within one quarter mile of a school would be less than significant.*
- d. Based on a search of the California Environmental Protection Agency's Cortese List and EnviroStor website, and the State Water Resources Control Board GeoTracker website, there are no known active hazardous material sites located near the project site; *therefore, no impacts would occur related to location on a site included on a list of hazardous material sites.*
- e. The project is located within 3/4 miles of a public airport. However, based on the Santa Barbara County Airport Land Use Plan (1993), the project site is not within the Santa Maria Airport area of influence and noise contours. Additionally, based on the Draft Airport Land Use Compatibility Plan (Santa Barbara County 2019), the project site would still not be located within the airport's noise contours, therefore no specific noise mitigation related to airport related noise is necessary. The site is outside of all airport safety zones, and not subject to any development restrictions or Airport Land Use Commission review. The height of the structures on this site are limited by the zoning ordinance to 30 feet, which would not exceed airport height limitation of 150 feet height in this area. The project does not result in exposing residents to significant safety hazards, or expose residents to excessive noise impacts, therefore the project *impacts would be less than significant.*
- f. Future residential development on the site, including the conceptual plan for a 49 unit single-family subdivision would be required to not include any characteristics or features that would interfere with an adopted emergency response plan or emergency evacuation plan, or result in the closure of any roads. All access and circulation routes to and from the project site would be developed in compliance with local and state safety regulations and all improvements would be required to comply with applicable California Fire and Building Code requirements pertaining to emergency access; *therefore, there would be no impact related to interference with an adopted emergency response plan or evacuation plan.*
- g. The project site is surrounded by residential development and transportation infrastructure; it is not located adjacent to a wildland area. Based on the City of Santa Maria Safety Element, the most significant wildland fire hazards for development within the city are associated with the coastal sage scrub and grass covered slopes in the Casmalia and Solomon Hills south of the city. The project site is located approximately four miles north of these areas and is located within a heavily urbanized area. The California Department of Forestry and Fire Protection (Cal Fire), California Fire Hazard Severity Zone Viewer which indicates that the project site is not located within a Very High Fire Hazard Severity Zone. *Therefore, impacts related to wildland fires would be less than significant.*

Mitigation Measure(s) incorporated into the project:

Implementation of the proposed project would not result in potentially significant impacts related to Hazards and Hazardous Materials; therefore, mitigation is not necessary.

10. HYDROLOGY AND WATER QUALITY

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

Setting:

The 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. Based on the Federal Emergency Management Agency (FEMA) Flood Map Service Center, the project site is not located within a 100-year flood plain. Based on the California Department of Conservation Santa Barbara County

Tsunami Inundation Maps, the project site is not located within an area with the potential for tsunami inundation.

Impact Discussion:

- a. The future residential development permitted under the LMDR-8 land use classification and PD/R-1 zone designation would require on-site grading, which could result in the erosion of onsite soils and sedimentation during heavy wind or rain events. The project would be required to comply with all local, state and federal requirements, including a state Construction General Permit, which requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMPs) to control the discharge of pollutants, including sediment and erosion, into local surface water drainages. The project would further be required to comply with the adopted standards contained within the City of Santa Maria's Municipal Code, Section 8-12 (wastewater) and 8-12A (stormwater). Section 8-12A.04 also incorporates the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region (Central Coast Regional Water Quality Control Board, Resolution No. R3-2013-0032). By incorporating these design provisions and permit review and approval procedures by the City, the project would not violate water quality standards and waste discharge requirements; *therefore, impacts would be less than significant.*
- b. Golden State Water Company (GSWC) would provide the water service for future residential development allowed under the proposed LMDR-8 and PD/R-1 land use designation and zoning district. Assuming the conceptual residential subdivision proposing 49 single-family dwellings is constructed, at full build-out, the project would result in approximately 16 acre-feet of water demand per year. GSWC does not currently have available additional water supply sources that would satisfy the project's water needs. Therefore, the applicant would need to purchase supplemental water through the City of Santa Maria and GSWC would assume responsibility for delivery of the water. The City of Santa Maria utilizes the following available water supply sources: local groundwater, purchased water from the State Water Project, associated return flows recaptured from the Santa Maria Groundwater Basin, assigned rights to water from the Santa Maria Groundwater Basin, and assigned rights to augmented yield from Twitchell Reservoir. The City's water supply is expected to reliably meet the projected water demands and have an available supply in excess through 2040, with the majority of this demand being met by imported surface water (City of Santa Maria 2016a). Due to the majority of project water demand would be served by surface water sources, the project would not lead to the substantial depletion of groundwater supplies; *therefore, impacts would be less than significant.*
- c. The project site is developed with a drive-in theater, nearly entirely paved and there are no streams or rivers onsite or within close proximity to the project site. The project would result in 202,000 square feet of impervious surface area, which is a reduction of over 113,000 square feet of impervious surface as compared to the existing developed site; drainage would be collected via standard curbs and gutters and directed to the drainage basin, which would be sized to comply with City and Regional Water Quality Control Board (RWQCB) standards. All on-site stormwater flows (up to the 95th percentile storm) would be collected and diverted to the proposed drainage basin at Lot 6.

Additionally, a Stormwater Control Plan would also be prepared for the project to demonstrate compliance with all applicable requirements and the plan must be approved by the City's Utilities Department as part of the grading and building plan review and approval process. Implementation of these requirements would avoid potential impacts related to onsite erosion, siltation, flooding, and runoff; *therefore, impacts would be less than significant.*

- d. Based on the City of Santa Maria Safety Element, the project site is not located within an area that overlaps with a 100-year floodplain, a 500-year floodplain, or an area that becomes inundated after a major storm (1995). The project area is approximately 12 miles east of the Pacific Ocean and based on the California Department of Conservation Santa Barbara County Tsunami Inundation Maps, the project site is not located within an area with the potential for tsunami inundation. The project is not located adjacent to or within close proximity to a large body of water that would have the potential to generate a seiche and the project site is not located in an area prone to landslides, mud slides, soil slips, or slumps; *therefore, no impacts would occur.*

Twitchell Dam is the closest potential source of dam inundation in the Santa Maria planning area. The dam holds water periodically and is not used for perennial water storage (City of Santa Maria 1995). The Twitchell Dam is primarily used for groundwater recharge and flood control, therefore the risk of dam failure is considered to be very low. The project site is not within the dam inundation area, which largely follows the Santa Maria River, per the San Luis Obispo County Office of Emergency Services' Dam and Levee Failure Evaluation Plan (San Luis Obispo County Office of Emergency Services 2016). *Therefore, impacts related to failure of a levee or dam would be less than significant.*

- e. 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, Sisquoc, and Santa Maria Rivers. The Santa Maria Watershed overlies the Santa Maria Valley Groundwater Basin, covering more than 280 square miles in the southwestern corner of San Luis Obispo County and the northwestern corner of Santa Barbara County. Historically, the City pumped water from the Santa Maria Valley Groundwater Basin as its sole water supply until the City began receiving State Water Project (SWP) water from the Central Coast Water Authority (CCWA) in 1997. The Santa Maria Valley Groundwater Basin is currently under a 2008 court-ordered stipulation that allows the City to derive its water supply from local groundwater, associated return flows from imported SWP water that may be recaptured in the basin, and a share of the yield of Twitchell Reservoir operations.

Since the SMVMA is part of an adjudicated basin, the DWR considers it already managed by the Court and, thus, SGMA groundwater resource planning requirements do not apply (Luhdorff and Scalmanini Consulting Engineers 2018). Therefore the project will have *less than significant impacts.*

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

11. LAND USE AND PLANNING

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

Setting:

The project is within the Community Commercial land use designation and is zoned Planned Development/General Commercial. The project site is developed and is surrounded on its north and east sides by low density single family residential developments and is bordered on the south side by mobile home residences in the Orcutt community. To the west of the property is Santa Maria Way and additional low density single family residential areas to the west of Santa Maria Way.

Impact Discussion:

- a. The project would allow for future development of residential uses in an area that is surrounded by existing residential development. Any future residential development permitted under the proposed PD/R-1 zoning would be reviewed for compatibility with surrounding uses. The conceptual project proposes development of a planned development single-family residential subdivision on a 8.89-acre site within the southern urbanized area of the city of Santa Maria. The project proposes infill development within the built community and would not create, close, or impede any existing public or private roads, or create any other barriers to movement and accessibility within the community. Therefore, the proposed project would not physically divide an established community and *no impacts would occur*.
- b. The project includes a General Plan Amendment and zone change (GPZ2021-0001) to change the Land Use designation of the site from CC to LMDR-8 (Low Medium Density Residential), and to change the zoning from PD/C-2 to PD/R-1 (Planned Development/Single Family Residential) (see Figures 4 through 7). This change would allow the site to be developed with residential uses such as single-family dwellings and Accessory Dwelling Units, where previously commercial uses and mixed-use residential types of development were allowed.

The proposed infill development would generally be consistent and compatible with the type and intensity of surrounding land uses. The project was reviewed for consistency with applicable City of Santa Maria policies and ordinances and determined to be consistent with applicable planning documents. The proposed project would not substantially conflict with existing City plans or policies. At the time of permit application, future development of the site would undergo review for consistency with the proposed LMDR-8 general plan designation and PD/R-1 zoning standards, as well as overall compatibility with surrounding land uses. *Therefore, potential impacts would be less than significant.*

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

12. MINERAL RESOURCES

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

Setting:

The 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 percent 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. Based on the City's Resource Management Element, the project site is located within the City's areas designated for operational, existing, or abandoned oil facilities and within an area containing mineral deposits with significance that was not able to be evaluated from available data at the time (City of Santa Maria 2001). Existing site disturbance at the project site is associated with historical oil and gas development.

Impact Discussion:

- a-b. Based on the City's Resource Management Element, the project site is located within an area containing mineral deposits with significance that was not able to be evaluated from available data at the time (City of Santa Maria 2001). According to information obtained from the CalGem well finder, there are no oil wells located on the subject parcel. Although the project site may overlie valuable oil and gas minerals, oil extraction activity as the site has been abandoned and the area has been entirely built out with urban uses with the City. Therefore, the potential for future mining uses at the site is very low and *potential impacts would be less than significant*.

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

13. NOISE

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

Setting:

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

Based on the City Land Use Element, the project is not located within a Major Noise Impact Area or within the Airport Safety Zone. 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 8, below.

**Table 8:
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. The project is located in an urbanized area surrounded by residential development, public facilities, and a roadway. Proposed construction activities onsite would take place within 50 feet of surrounding residential single-family dwellings and adjacent noise-sensitive land uses including a church and private school facilities and therefore would have the potential to exceed City exterior noise thresholds for those land uses.

Mitigation measures NOI-1 and NOI-2 have been recommended to minimize all potential impacts related to construction noise. These measures include adherence to City construction work hours, implementation of noise control for stationary equipment, and proper maintenance of all equipment to avoid unnecessary increased noise levels. Construction related noise would be limited in duration and nature, and the project does not propose land uses that would generate excessive noise during project operation. Noise levels within the proposed residential area would be substantially similar to those in surrounding areas. *Therefore, impacts related to a substantial temporary or periodic increase in ambient noise levels, or a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project would be less than significant with mitigation.*

- b. The future residential development of the site will not include pile driving or other high impact activities that would generate substantial groundborne noise or groundborne vibration during construction. Heavy equipment would generate groundborne noise and vibration, but these activities would be limited in duration and consistent with other standard construction activities. *Therefore, impacts related to exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels would be less than significant.*
- c. The project site is located approximately 3/4 miles from the Santa Maria Airport but is not located within the noise contours of the airport, per the 1993 Santa Barbara County Airport Land Use Plan, nor is the site within the Airport Influence Areas or noise contours depicted in the recent draft update to the Airport Land Use Plan (Santa Barbara County 2019); *The project would not expose people residing or working in the project area to excessive noise levels, and therefore impacts would be less than significant.*

Mitigation Measure(s) incorporated into the project:

- NOI-1** Construction activity shall be limited to the hours between 7:00 a.m. and 7:00 p.m. on weekdays, and between 8:00 a.m. and 6:00 p.m. on Saturdays in accordance with the City Noise Element. No construction shall occur on Sundays or State or Federal Holidays. Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities without mechanical equipment are not subject to these restrictions.

Stationary construction equipment that generates noise that exceeds 65 dBA at the project boundaries shall be shielded with the most modern noise control devices (i.e. mufflers, lagging, and/or motor enclosures). Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used.

- NOI-2** All equipment shall be properly maintained to ensure that no additional noise, due to worn or improperly maintained parts, is generated. Stockpiling and vehicle staging areas shall be located as far as practical from sensitive noise receptors. Every effort shall be made to create the greatest distance between noise sources and sensitive receptors during construction activities.

14. POPULATION AND HOUSING

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

Setting:

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 includes a General Plan Amendment and zone change (GPZ2021-0001) to change the land use designation of the site to Low Medium Density Residential (LMDR-8) Land Use Designation, with a corresponding R-1 Single Family Residential Zone designation for the site. The LMDR -8 permits up to eight dwelling units per acre. The applicant's proposed project concept would subdivide a 8.89-acre site into 50 lots for the development of 49 individual single-family residences, a density of five units per acre.

The project is consistent with Policy 1-B of the City Housing Element to encourage infill and refill housing development projects (City of Santa Maria 2015) and would add a relatively small number of units to the overall housing supply of the city. This would be a negligible increase in the overall level of residential growth envisioned in the City's General Plan. The project would not induce substantial or unplanned population growth in the project area; *therefore, impacts would be less than significant.*

- b. As discussed above, the project proposes a change from its existing commercial land use designation and zoning classification to allow for residential use at the site. The project site is currently developed as a drive-in theater and the proposed development would not displace existing housing or people or necessitate the construction of additional housing elsewhere; *therefore, no impacts related to the displacement of housing or people would occur.*

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

15. PUBLIC SERVICES

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

Setting:

Fire and police protection services are provided by the City of Santa Maria. The City is served by six fire stations, where all risk emergency services, as well as public education programs, fire prevention, and life safety measures are provided to the City's residents by the Fire Department. The City of Santa Maria Police Department would provide law enforcement services for the project's residents. The City Police Department has 129 sworn officers and 51 full-time support personnel and provides a full range of professional police services including civil order, preventative patrol, investigations, traffic control and enforcement, criminalistics, crime prevention, drug enforcement and drug abuse prevention. The City's elementary and junior high schools are within the Santa Maria-Bonita School District, and the City's high schools are within the Santa Maria Joint Union High School District.

Impact Discussion:

- a.i. The project site would be served by the City of Santa Maria Fire Department. The nearest fire station is Fire Station #4, located at 2637 South College Drive, approximately 1.2 miles north (driving distance) of the project site. The future residential infill development would not substantially increase demand on fire services. Development Impact Fees would be collected for the provision of capital facilities for fire services which would provide for future facilities the future develops. No new or physically-altered public service facilities or personnel would be required as a result of the proposed project; *therefore, potential impacts would be less than significant.*
- a.ii. The project site would continue to be served by the City of Santa Maria Police Department, located at 1111 West Betteravia Road, approximately 2 miles northwest of the project site. The project does not propose a new use or activity that would require additional police services above what is normally provided for similar surrounding residential developments. The proposed project would not result in a substantial increase in demand for police protection; *therefore, potential impacts would be less than significant.*

- a.iii. The project site is located within the Santa Maria-Bonita and Santa Maria Joint Union High-School Districts.

The Santa Maria Joint Union High School District (SMJUHSD) uses a 0.181 pupil-per-home yield rate for new residential development; therefore, the proposed project is estimated to generate approximately nine high school aged students. A total of 6,556 available spaces were determined to exist in the SMJUHSD's schools as of 2015 (SMJUHSD 2015). Projected new housing units within the SMJUHSD between 2015-16 through 2019-20 have been estimated to produce a total of 342 new students based on data from city and county planners and the pupil-per-home yield rate (SMJUHSD 2015). Therefore, SMJUHSD has more than enough available enrollment capacity to accommodate the additional nine high school level students the project would be estimated to add to the district and overall growth projects appear to be well within available school capacities.

Based on the Santa Maria-Bonita School District (SMBSD) District-Wide Facility Master Plan Update, SMBSD has experienced a steep increase in student enrollment between 2008-09 and 2017-18 and even after expanding multiple campuses using permanent and portable buildings and construction of a new elementary school, schools in the district remain very crowded (SMBSD 2017).

Any future permit applications submitted for development on the site would be reviewed for potential impacts to surrounding schools. The applicant's conceptual plan to develop a single-family residential subdivision with 49 new single-family dwellings would be subject to both Level 1 and Level 2 Developer Fees to mitigate the impact created by new development within SMBSD's and SMJUHSD's boundaries on the school facilities. Level 1 Fees are established by the State and are considered the basic mitigation fee subject to residential, commercial, and industrial development that has a justified nexus to additional students. Level 2 Fees are applied to new residential developments only and is intended to represent fifty percent of a school district's facility construction costs per new home served. Upon payment of these required fees, the project would mitigate impacts to the local school districts to a less than significant level; *therefore, potential impacts related to the construction of improved or new school facilities would be less than significant.*

- a.iv. The City of Santa Maria's recreation system is comprised of several local parks and recreational facilities. The nearest public park to the project site is the Michael Miramonte Park, located approximately 500 feet north of the project site. The project would be subject to mandatory City park fees to offset impacts associated with additional use by new residents and, due to the relatively small number of proposed units, the project would not result in the need for new park facilities; *therefore, impacts related to public park facilities would be less than significant.*
- a.v. As discussed previously, the proposed project would be subject to applicable AB 1600 fees to offset impacts to public facilities; *therefore, impacts related to other public facilities would be less than significant.*

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

16. 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. Michael Miramonte Park is located approximately ½ mile north of the project site.

Impact Discussion:

- a. The project would be subject to mandatory City Park Fees to offset impacts associated with additional use by new residents and; *therefore, impacts related to public park facilities would be less than significant.*
- b. Due to the relatively small number of units proposed to be constructed by the project, the project would not result in the need for new or expanded park facilities in the project area; *therefore, potential impacts would be less than significant.*

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

17. TRANSPORTATION

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

Setting:

The project is located adjacent to Santa Maria Way, a North-South four-lane Primary Arterial Road that extends from Broadway on the north to US 101 on the south. The project would include development of internal neighborhood streets with one access point along its western boundary to Santa Maria Way. State Route 135 (Broadway-Orcutt Expressway), located west of the Project site, is classified as a Primary Arterial by the City. State Route 135 extends from US 101 at the north end of the City to its junction with State Route 1 south of the Orcutt community. State Route 135 is a 4- to 6-lane arterial road within the study area. The roadway is named "Broadway" north of Santa Maria Way and "Orcutt Expressway" south of Santa Maria Way.

The City provides four types of public transportation services. Santa Maria Area Transit (SMAT) is a local bus service that operates in Santa Maria and Orcutt. The Breeze is the intercity service that operates between Santa Maria, Lompoc, and Vandenberg Air Force Base. ADA Paratransit is the complementary paratransit for persons with disabilities. The Clean Air Express (CAE) is the interregional service that operates between Santa Maria, Lompoc, Goleta, and Santa Barbara. The nearest bus stops are served by SMAT and are the Santa Maria Way at K-Mart Center (south-bound) and Santa Maria Way at Drive-In (north-bound) bus stops.

In 2013, the State of California passed Senate Bill 743. SB 743 changes the focus of transportation impacts when a project is going through the California Environmental Quality Act (CEQA) process and requires that jurisdictions (or "lead agencies") use a new metric, Vehicle Miles Traveled (VMT).

Consistent with CEQA Guidelines Section 15064.7, Thresholds of Significance, the City of Santa Maria has adopted the countywide baseline average and thresholds set at 85 percent of these countywide baseline averages for determining whether a project's VMT will be significant.

A traffic and circulation study has been prepared for this project by Associated Transportation Engineers dated December 8, 2020 (Appendix B) to address VMT and intersection impacts expected by the project. The traffic analysis found that the study-area streets and intersection are

forecast to operate at LOS A or LOS B with Existing + Project; and LOS C or better with Cumulative + Project traffic. Thus, improvements to the study-area street network are not required since the forecasts meet the City's LOS D standard. The Project would be required to contribute to the City's traffic mitigation fee program to offset its contribution to traffic within the Santa Maria region. No new geometric designs of area streets or intersections are required of the project.

Impact Discussion:

- a. No development is proposed as a part of the project. Any future permit applications submitted for development on the site would be reviewed for potential traffic related impacts. The project applicant has provided a conceptual plan for the subdivision of the property in to 50 lots for the development of 49 single-family residences that may be proposed in the future. A traffic and circulation study has been prepared for this project by Associated Transportation Engineers dated December 8, 2020, to address VMT and intersection impacts expected by the project. The traffic analysis found that the study-area streets and intersection are forecast to operate at LOS A or LOS B with Existing + Project; and LOS C or better with Cumulative + Project traffic. Thus, improvements to the study-area street network are not required since the forecasts meet the City's LOS D standard. The Project would be required to contribute to the City's traffic mitigation fee program to offset its contribution to traffic within the Santa Maria region. No new geometric designs of area streets or intersections are required of the project.

The applicant's conceptual project would be consistent with applicable transportation and circulation policies. The traffic study concludes that the project will have little impact to the volume of traffic at area intersections, comparing the cumulative area traffic condition and the cumulative condition with the addition of project traffic. The project proposes that 100 percent of the 49 units will be affordable, which are therefore presumed by the State to have less than significant Vehicle Miles Traveled impacts, as described in subsection 'b' below. Thus, the Project would not trigger the need for improvements under cumulative conditions based on the City's performance standards.

Short-term construction activities associated with future development on the site would likely cause increased congestion within the surrounding residential area, particularly for the proposed import and export of grading materials. However, these impacts would be short-term and minimized to the extent feasible through adherence to traffic regulations provided in the City of Santa Maria Municipal Code and the State Vehicle Code. Traffic associated with the operation of the proposed project is consistent with its relative zoning and surrounding uses and would not conflict with any applicable plan, policy, or congestion management program. The project would not trigger the need for improvements based on the City's performance standards. The project is subject to the City Traffic Improvement Fee Program which would further reduce cumulative impacts to surrounding roadways. Therefore, potential impacts would be *less than significant*.

- b. In 2013, the State of California passed Senate Bill 743. SB 743 changes the focus of transportation impacts when a project is going through the California Environmental Quality Act (CEQA) process and requires that jurisdictions (or "lead agencies") use a new metric, Vehicle Miles Traveled (VMT). This shift in transportation impact focus under CEQA is to align with the State's goals to reduce greenhouse gas (GHG) emissions, encourage infill development, and improve public health through active transportation. The shift to VMT will require that some projects quantify the number of miles that folks will have to drive in order for that particular use/project to operate.

VMT requires estimating or measuring the full length of trips people take by purpose such as work trips, deliveries, shopping etc. Vehicle trips are often crossing between jurisdictions as well as between cities and counties locally. For this reason, regional models, and household travel surveys are the preferred tools to estimate VMT under the State law.

The State's Technical Guidance published by the Governor's Office of Planning and Research (OPR) in 2018 advises that residential projects consisting of 100 percent affordable units may be presumed to have less than significant VMT impacts, citing research indicating that affordable housing in infill locations generally improves jobs-housing match, leading to shortened commutes, and that low-wage workers are more likely to choose a residential location close to their workplace, if available.

Consistent with CEQA Guidelines Section 15064.7, Thresholds of Significance, the City of Santa Maria has adopted the countywide baseline average and thresholds set at 85 percent of these countywide baseline averages for determining whether a project's VMT will be significant. Future residential projects located on the site will be reviewed for VMT impacts using the City's adopted thresholds of significance. Affordable housing projects, where a minimum of 20 percent of the units are deed restricted for low or very low income residents are presumed by the State to have less than significant Vehicle Miles Traveled impacts. The applicant's conceptual project proposes that 100 percent of the 49 units will be affordable and would have a *less than significant impact* on VMT.

- c. The project would not change the design or alignment of any adjacent roadways and does not include any road improvements or design features that would increase hazards or introduce incompatible uses. This concept would result in about 176 vehicles per day added to Provance Avenue. All improvements would adhere to the City of Santa Maria Municipal Code Chapter 12-33 (Commercial and Industrial Performance Standards). The traffic analysis for the project identified that more than adequate sight distance is provided at the project's access point at Santa Maria Way; therefore, impacts would be *less than significant*.
- d. Vehicular ingress and egress to the community would be via a driveway entrance from Santa Maria Way. The vehicular access point would be designed to comply with all safety and street improvement standards in the City's Municipal Code Chapter 7 (Traffic Regulations); therefore, potential impacts related to emergency access would be *less than significant*.

Mitigation Measure(s) incorporated into the project: The project would have less than significant traffic related impacts, therefore mitigations are necessary.

18. TRIBAL CULTURAL RESOURCES

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

Setting:

The City of Santa Maria (the CEQA Lead Agency) provided notification to Native American tribes affiliated with the project area pursuant to Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18). Letters were sent to the City's list of local tribes on June 25, 2021 and no response to these letters was received.

Public Resources Code section 5020.1(k) defines a "Local register of historical resources" as *a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution*. A "Historical resource" includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. The California Register of Historical Resources is *an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change*.

No sites listed in or eligible for listing in, the California Register of Historical Resources, or in a local register of historical resources are known to exist within the project area.

Impact Discussion:

a-i. 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 Landmark Map or on the City's Objects of Historic

Merit Map. Therefore, the project *would not result in a substantial adverse change in the significance of, or any other adverse impact to*, a historical resource.

A resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

No known resources meeting the National Register of Historic Places criteria exist on the site.

- a-ii. The project site does not contain any known tribal cultural resources that have been listed, or are eligible for listing, in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). The potential for the existence of buried archaeological materials within the project area is considered low based on the historic physical setting and extent of previous disturbance. Despite the low sensitivity of the site, discovery of unknown subsurface resources during earthmoving activities is always a possibility. Unknown significant subsurface resources, as described in Section 5 - Cultural Resources, would be considered significant tribal cultural resources, as well. Standard mitigation has been proposed to ensure impacts to any unknown resources that may be encountered during project development would be avoided and/or minimized; *therefore, potential project impacts would be less than significant with mitigation.*

Mitigation Measure(s) incorporated into the project:

Implement Mitigation Measures **CR-1** and **GS-1**.

19. UTILITIES AND SERVICE SYSTEMS

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | | | X | |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | | | X | |

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| c. Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | | | X | |
| d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | | | X | |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | | | X | |

Setting:

The City of Santa Maria 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. The future development of residential uses allowed under the proposed PD/R-1 zone designation would include new connections to Golden State Water Company service lines and the City's wastewater system, as discussed below.

Water Service Facilities

The City utilizes the following available water supply sources: local groundwater, purchased water from the SWP, associated return flows recaptured from the SMGB, assigned rights to water from the SMGB, and assigned rights to augmented yield from Twitchell Reservoir. The City's water supply is expected to reliably meet the projected city water demands and have an available supply in excess through 2040, with the majority of this demand being met by imported state water (City of Santa Maria 2016a). The project applicant's conceptual project that includes a new subdivision with 49 single-family dwellings would demand approximately 14,265 gallons per day of water during operation. Special facilities may be required to provide domestic and fire protection water to service the project site. These facilities may include a new booster station, storage, well, or other infrastructure necessary to ensure adequate water service. While specific plans and facility upgrades are unknown at this time, it can be reasonably assumed that all required facility upgrades and connections to existing GSWC infrastructure would be located within existing roads' right-of-way within the urban vicinity of the project site, in areas proximate to GSWC's existing infrastructure. Therefore, the capacity

of existing water facilities would not be exceeded and *potential impacts would be less than significant*.

Wastewater Service Facilities

The concept development of 49 residential units under the land use and zone amendment project would generate approximately 4,557 gallons per day of wastewater (in the form of domestic sewage) during operation. The City has developed a comprehensive program to address sanitary sewer overflows associated with fats, oils, and grease (e.g. FOG source control program). Chapter 8-12 of the Municipal Code requires pretreatment to prevent the introduction of pollutants into the regional sewage system.

At the time of future subdivision of the site, the City will require construction of approximately 2,500 linear feet of new pipeline, appropriately sized for the proposed development, to connect the project to the existing infrastructure located on Sunrise Drive. This segment of sewer line connection is not listed in the City's Capital Improvement Program; therefore, the applicant would be required to pay for 100% of the improvements as a condition of the subdivision project approval. The project would be conditioned to require the completion of sewer improvements within existing developed roadway and right-of-way areas and would have the potential to result in exposure of air pollutants and dust in close proximity to sensitive receptors, disturbance of cultural resources, and/or temporary increases in ambient noise levels.

Storm Water Service Facilities

Implementation of the proposed project would result in the construction of an on-site detention basin for stormwater control within the project site. All on-site stormwater management design features would be consistent with the City of Santa Maria standards and specifications and would be approved by the City Engineer. The City is covered by the State Water Resources Control Board (SWRCB) Order No. 2013-0001-DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000004. The City Municipal Code includes Chapter 8-12A (Stormwater Runoff Pollution Prevention) as part of meeting the state requirements. Section 8-12A.04 prohibits stormwater discharges unless they are in conformance with the statewide General Permit and with the specific requirements of the RWQCB Resolution No. R3-2013-0032 Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region. The stormwater improvements to detain and biologically treat stormwater prior to its discharge would all be on-site. No offsite drainage improvements or modifications would be necessary; *therefore, potential impacts would be less than significant*.

- b. The project would be served by Golden State Water Company (GSWC) and anticipated water use is anticipated to be approximately 14,265 gallons per day. Water supplied to the Santa Maria service area comes from local groundwater, which is pumped from the Santa Maria Groundwater Basin (Basin; GSWC [n.d.]). The Basin has been in an overdraft state for over 70 years (City of Santa Maria 2001) and is currently designated as a high priority basin as defined by the Sustainable Groundwater Management Act (SGMA; Department of Water Resources 2018). This project is subject to the water-conserving fixtures and fittings requirements set forth in the California Plumbing Code and landscape irrigation requirements set forth in the City Landscape and Irrigation Code.

GSWC does not currently have available additional water supply sources that would satisfy the project's water needs. However, the applicant is able and will be required to purchase water through the City of Santa Maria and then GSWC would assume responsibility for delivery of the water. The City of Santa Maria utilizes the following available water supply sources: local groundwater, purchased water from the State Water Project, associated return

flows recaptured from the Basin, assigned rights to water from the Basin, and assigned rights to augmented yield from Twitchell Reservoir.

The City's water supply is expected to reliably meet the projected water demands and have an available supply for new developments in excess through 2040, with the majority of this demand being met by imported surface water (City of Santa Maria 2016a). Sufficient water resources would be purchased prior to initiation of future construction activities; *therefore, impacts related to sufficient water supplies would be considered less than significant.*

- c. The project's wastewater demands would be served by the City's Utilities Department, which owns and operates the wastewater system for the City. Based on the City Sewer System Management Plan (2014), the City upgrades sewer lines on an ongoing basis. Capital improvements to the sewer system are implemented based on recommendations derived from the Utility Strategic Scoping Study updates, the most recent update having been completed in 2014. Developers proposing a land use different from what was identified in the Utility Strategic Scoping Study are required to conduct a sewer study to implement upgrades specifically associated with growth. The City's Sewer System Management Plan Biennial Audit completed in June 2018, stated that the City's infrastructure is sufficient to provide capacity to existing and planned development (City of Santa Maria 2018). The City has sufficient wastewater treatment capacity and facilities available to serve the project from existing resources. *Therefore, potential impacts would be less than significant.*
- d - e. The City of Santa Maria currently disposes of solid waste at the Santa Maria Regional Landfill, located at 2065 E Main Street in Santa Maria, with estimated remaining capacity of 3,030,720 cubic yards. The City has also initiated development of a new landfill– the Santa Maria Integrated Waste Management Facility (Los Flores Ranch Landfill; Facility No. 42-AA-0076), located in the Solomon Hills approximately 8 miles southwest of the City of Santa Maria and ½ mile east of US 101 in an unincorporated portion of Santa Barbara County. The new facility will have a design capacity of approximately 131 million cubic yards of waste with an estimated closure date of 2105. The permit for the new facility is consistent with the Santa Barbara County Integrated Waste Management Plan, which was approved by the California Department of Resource Recycling and Recovery (CalRecycle) on October 18, 2011 as well as the standards adopted by the CalRecycle, pursuant to Public Resources Code (PRC) 44010. In addition, the design and planned operation of the facility is consistent with the State Minimum Standards for Solid Waste Handling and Disposal as determined by the enforcement agency based on review of the January 11, 2011 Joint Technical Document, pursuant to PRC 44009.

The 49-unit single-family project is estimated to create 61.6 tons of solid waste annually. The project would rely on the City's solid waste collection services and facilities. Based on the existing and projected available capacity, the proposed development would not result in the need for new or expanded solid waste facilities. To the extent possible, all materials used onsite for demonstrations would be recycled and waste would be minimized. Additionally, the proposed training facility would be required to comply with applicable federal, state, and local regulations regarding solid waste; *therefore, impacts associated with solid waste and the need for new or expanded solid waste facilities would be less than significant.*

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

19. WILDFIRE

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

Setting:

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

Project-Specific Impact Discussion:

- The proposed project does not include any characteristics or features that would interfere with an adopted emergency response plan or emergency evacuation plan. The project would not result in the closure of any roads. All access and circulation routes to and from the project site would be developed in compliance with local and state safety regulations and the proposed residential structures would be required to comply with applicable California Fire and Building Code requirements pertaining to emergency access; therefore, the project would not impact an adopted emergency response plan or evacuation plan.
- The project site is currently developed and is surrounded by residential uses. The site is relatively flat and lacks physical and biological features that would be conducive to wildland fire. The project site is not located within or adjacent to a designated FHSZ or a wildland area. Therefore, the project would not be exposed to risks from wildland fires and impacts would be *less than significant*.

- c. The site is currently developed and is surrounded by residential development. The project would require connections to existing utilities and the expansion of electrical and natural gas facilities. The construction of utility infrastructure would occur in previously disturbed areas (e.g., public rights-of-way) within an urban/developed environment, and would not exacerbate fire risk. Therefore, the project would cause *no impact*.
- d. The project site is relatively flat and is not located within an area that has been identified as being potentially susceptible to seismically induced landslides, nor is the site within a flooding hazard zone. The proposed project would not expose people or structure to significant downstream flooding impacts as a result of runoff or drainage changes. Implementation of the project would not exacerbate the existing downslope or downstream flooding or landslides. Impacts would be *less than significant*.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to wildfire; therefore, the project will have no impacts.



CITY OF SANTA MARIA

Environmental Checklist / Initial Study

Peoples Self Help Residential GPZ (GPZ2021-0001)

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 checked="" 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 Game |
| <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. |

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 type="checkbox"/> | Agricultural Preserve Maps |
| <input checked="" type="checkbox"/> | Archaeological Maps/Reports |
| <input checked="" type="checkbox"/> | Architectural Elevations |
| <input type="checkbox"/> | Biology Reports |
| <input 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 type="checkbox"/> | Topographic Maps |
| <input checked="" type="checkbox"/> | Aerial Photos |
| <input type="checkbox"/> | Traffic Studies |
| <input checked="" type="checkbox"/> | Trip Generation Manual (ITE) |
| <input checked="" type="checkbox"/> | URBEMIS Air Quality Model |
| <input checked="" type="checkbox"/> | Zoning Maps |

MANDATORY FINDINGS OF SIGNIFICANCE

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

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS

| | | | |
|-------------------------------------|----------------------------------|-------------------------------------|-------------------------------|
| <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 checked="" type="checkbox"/> | Air Quality | <input checked="" type="checkbox"/> | Noise |
| <input checked="" type="checkbox"/> | Biological Resources | <input type="checkbox"/> | Population and Housing |
| <input checked="" type="checkbox"/> | Cultural Resources | <input type="checkbox"/> | Public Services |
| <input type="checkbox"/> | Energy | <input type="checkbox"/> | Recreation |
| <input checked="" type="checkbox"/> | Geology and Soils | <input type="checkbox"/> | Transportation |
| <input type="checkbox"/> | Greenhouse Gas Emissions | <input checked="" type="checkbox"/> | Tribal Cultural Resources |
| <input type="checkbox"/> | Hazards and Hazardous Materials | <input type="checkbox"/> | Utilities and Service Systems |
| <input type="checkbox"/> | Hydrology/Water Quality | <input type="checkbox"/> | Wildfire |

DETERMINATION

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

- ____ Finds that the proposed project is a Class ____ **CATEGORICAL EXEMPTION** and no further environmental review is required.
- ____ Finds that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- X Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ____ Finds that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ____ Finds that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to acceptable legal 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 potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to acceptable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Frank Albro
Environmental Analyst



Chuen Ng
Environmental Officer

8.9.21

Date

8/9/21

Date



City of Santa Maria
Community Development Department
110 South Pine Street, Suite #101
Santa Maria, CA 93458
805-925-0951

..S:\Community Development\Planning\Environmental\standard letters and forms\Sept_19 Environmental Checklist Template.docx
Sept. 2019