



RICHARDS RANCH ANNEXATION

DRAFT ENVIRONMENTAL IMPACT REPORT

SCH NO. 2022020194

PREPARED FOR

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

VOLUME 1: DRAFT EIR

December 2022

PREPARED BY

SWCA Environmental Consultants
3426 Empresa Drive, Suite 100
San Luis Obispo, CA 93401

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SWCA Project No. 70173

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Acronyms and Abbreviations

Acronym	Term
2019 Standards	2019 Building Energy Efficiency Standards
2022 Standards	2022 Building Energy Efficiency Standards
°F	degrees Fahrenheit
µg/m ³	micrograms per cubic meter
AB	Assembly Bill
ACM	asbestos-containing material
ADL	aerially deposited lead
ADU	accessory dwelling unit
AF	acre-feet
AFY	acre-feet per year
AHERA	Asbestos Hazard Emergency Response Act
AIA	Airport Influence Area
Air Toxics Hot Spots Act	Air Toxics Hot Spots Information and Assessment Act
Airport	Santa Maria Public Airport
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
ALUP	Airport Land Use Plan
AMBIENT	AMBIENT Air Quality and Noise Consulting
APN	Assessor's Parcel Number
Applicant	Richards Ranch, LLC
APS	alternative planning strategy
ASR	Archaeological Survey Report
ATE	Associated Transportation Engineers
ATP	Santa Maria Active Transportation Plan
BAAQMD	Bay Area Air Quality Management District
Basin	Santa Maria River Valley Groundwater Basin
Basin Plan	Water Quality Control Plan for the Central Coastal Basin
BMP	best management practice
BRA	Biological Resources Assessment
C-2	General Commercial zoning
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	corporate average fuel economy [standards]
Cal EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Cal NAGPRA	California Native American Graves Protection and Repatriation Act of 2001
Cal/OSHA	California Division of Occupational Safety and Health Administration
CalARP	California Accidental Release Prevention Program

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Acronym	Term
CalEEMod	California Emissions Estimator Model
CalGEM	California Geologic Energy Management Division
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCCE	Central Coast Community Energy
CCIC	Central Coast Information Center
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CDOG	California Division of Oil, Gas, and Geothermal Resources
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFC	California Fire Code
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH ₄	methane
CHP	California Highway Patrol
City	City of Santa Maria
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
County	County of Santa Barbara
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel(s)

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Acronym	Term
dBA	A-weighted decibel(s)
DBH	diameter at breast height
DNL	day-night average sound level
DPM	diesel particulate matter
DPS	Distinct Population Segment
DTSC	California Department of Toxic Substance Control
DWE	David Wolff Environmental, LLC
DWR	California Department of Water Resources
EAP	Energy Action Plan
EIR	Environmental Impact Report
EO	Executive Order
ESA	Environmental Site Assessment
EV	electric vehicle
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FERC	Federal Energy Regulatory Commission
FESA	federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FIRM	Flood Insurance Rate Map
Flood District	County of Santa Barbara Flood Control and Water Conservation District
FTA	Federal Transit Administration
GHG	greenhouse gas
Golden State Water	Golden State Water Company
gpd	gallons per day
GWP	global warming potential
H ₂ S	hydrogen sulfide gas
HAP	Hazardous Air Pollutant
HFC	hydrofluorocarbon
HSC	Health and Safety Code
HUD	U.S. Department of Housing and Urban Development
HVAC	heating, ventilation, and air conditioning
Hz	Hertz
ICU	intersection capacity utilization
in/sec	inches per second
ISO	International Organization for Standardization
IWMF	Integrated Waste Management Facility
kBTU	kilo British thermal unit
kWh	kilowatt-hour

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Acronym	Term
LAFCO	Local Agency Formation Commission
LCSD	Laguna County Sanitation District
L _{dn}	day-night average sound level
L _{eq}	equivalent sound level
LID	Low-Impact Development
L _{max}	maximum sound level
LOS	level of service
LT	long-term noise measurement
MBTA	Migratory Bird Treaty Act
MGD	million gallons per day
MJHMP	Multi-Jurisdictional Hazard Mitigation Plan
MMBTU	million British thermal units
MMT	million metric tons
mpg	miles per gallon
mph	miles per hour
MPO	Metropolitan Planning Organization
MTCO _{2e}	metric tons of carbon dioxide equivalent
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act of 1990
NAHC	California Native American Heritage Commission
NESHAPs	National Emission Standards for Hazardous Air Pollutants
NF ₃	nitrogen trifluoride
NHMLA	Natural History Museum of Los Angeles County
NHTSA	National Highway Traffic Safety Administration
NO ₂	nitrogen dioxide
NOA	naturally occurring asbestos
NOP	Notice of Preparation
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O ₃	ozone
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OUSD	Orcutt Union School District
Pb	lead
PBDB	Paleobiology Database

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Acronym	Term
PCB	polychlorinated biphenyl
PD	Planned Development
PFC	perfluorocarbon
PG&E	Pacific Gas and Electric Company
PM	particulate matter
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
ppb	parts per billion
ppm	parts per million
ppv	peak particle velocity
PRC	Public Resources Code
project	Richards Ranch Annexation Project
PV	photovoltaic
R-3	High Density Residential zoning
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Needs Allocation
RME	City of Santa Maria General Plan Resources Management Element
ROG	reactive organic gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAF	State Alternative Fuels
SB	Senate Bill
SBCAG	Santa Barbara County Association of Governments
SBCAPCD	Santa Barbara County Air Pollution Control District
SBCFD	Santa Barbara County Fire Department
SBLAFCO	Santa Barbara County Local Agency Formation Commission
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SDC	Sierra Delta Consultants LLC
SDWA	Safe Drinking Water Act
SEL	sound-exposure level
SF ₆	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SLCP	short-lived climate pollutant
SLCP Strategy	Short-Lived Climate Pollutant Reduction Strategy
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMFD	Santa Maria Fire Department
SMJUHSD	Santa Maria Joint Union High School District
SMPD	Santa Maria Police Department

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Acronym	Term
SMVMA	Santa Maria Valley Management Area
SO ₂	sulfur dioxide
SOC	Standards of Cover
SoCalGas	Southern California Gas Company
SOI	Sphere of Influence
SP	service population
SR	State Route
SSC	Species of Special Concern
ST	short-term noise measurement
STC	Sound Transmissions Class
Stipulation	2005 Stipulated Judgment by the Superior Court of the State of California, County of Santa Clara
Strategic Plan	<i>FY 2022-2066 EPA Strategic Plan</i> (U.S. Environmental Protection Agency, 2022)
SVP	Society of Vertebrate Paleontology
SWCA	SWCA Environmental Consultants
SWP	California State Water Project
SWPPP	Stormwater Pollution Protection Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
Tanner Act	Tanner Air Toxics Act
TDS	total dissolved solids
TMDL	total maximum daily load
TSCA	Toxic Substances Control Act
U.S.	U.S. Route
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USEIA	U.S. Energy Information Administration
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UVP	Union Valley Parkway
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
WWRP	wastewater reclamation plant

SUMMARY

1. PURPOSE OF THE EIR

The City of Santa Maria (City), as the Lead Agency under the California Environmental Quality Act (CEQA), has prepared this Environmental Impact Report (EIR) to assess the impacts that would result from the approval of the proposed Richards Ranch Annexation Project (proposed project). This EIR will serve as a public information document to be used by the general public, responsible and trustee agencies, and decision-making bodies to review and evaluate the environmental effects associated with the project, potential mitigation measures recommended to address or minimize those effects, and reasonable alternatives to the project. The review process gives both agencies and individuals an opportunity to share expertise, discuss agency analyses, check for accuracy, detect omissions, discover public concerns, and solicit mitigation measures and alternatives capable of avoiding or reducing the significant effects of the project while still attaining most of the basic objectives of the project.

This Summary includes the following sections:

- a brief description of the project location;
- a summary of the project background and objectives;
- a summary of impacts and mitigation measures associated with the project;
- a summary of the known areas of controversy; and
- a summary of project alternatives.

2. PROJECT LOCATION

The project site is located adjacent to the northwestern boundary of Santa Barbara County, California, in the community of Orcutt, approximately 10.5 miles east of the Pacific Ocean and 4 miles south of downtown city of Santa Maria. The project site is adjacent to the southeastern Santa Maria city limits and lies within the City of Santa Maria's (City's) Sphere of Influence.

The project site includes four parcels—Assessor's Parcel Numbers (APNs) 107-250-19, 107-250-20, 107-250-21, and 107-250-22—which total 43.75 acres and are situated to the northeast and southeast of the intersection of State Route (SR) 135 and Union Valley Parkway. APNs 107-250-019 and 107-250-020 are bounded on the west by SR 135 right-of-way, on the east by Orcutt Road, and on the north and south, respectively, by Union Valley Parkway. APNs 107-250-021 and 107-250-022 are bounded on the west by Orcutt Road, and on the south and north, respectively, by Union Valley Parkway.

3. PROJECT BACKGROUND AND OVERVIEW

The County's Orcutt Community Plan was adopted in 1997, and identifies the project site as "Key Site 26 (Richards)". This key site is designated for residential and commercial development. Key site-specific policy and development standards have been included in the Orcutt Community Plan (County of Santa Barbara 2020), should the project be developed in the future under the jurisdiction of Santa Barbara County (County).

The Richards homesite was historically located in the southwest corner of the property. In the 2000s, the property was sold, and the homesite abandoned. Ultimately, the home and all the accessory buildings on

the site were demolished. In 2010, the City and the County completed the extension of Union Valley Parkway along with the revised alignment of Orcutt Road (the frontage road along SR 135) through the project site. This regional road project included the installation of the signal at Union Valley Parkway and Orcutt Road. This new road project divided the Richards property into the four separate lots as they exist today.

No development proposals have been processed on this site over the last 25 years. On August 17, 2021, Richards Ranch, LLC (Applicant) applied for pre-zoning and annexation into the city of Santa Maria to facilitate future development of the Richards Ranch property. The proposed project includes the annexation, pre-zoning, general plan amendment, and conceptual development of the 43.75-acre property. The Applicant has prepared a conceptual development plan that shows potential future development and use of the site. The conceptual development plan includes a mix of commercial and high-density residential uses, which would allow a maximum buildout of 160,800 square feet of commercial uses on 16.35 acres of the project site, as well as 400 apartments and 95 townhomes on the remaining 27.40 acres (Table S-1). See Chapter 2, Project Description, for a detailed description of the proposed project.

Table S-1. Summary of Proposed Conceptual Development Plan Buildout

Proposed Zoning Category	Acreage	% of Total	Potential Buildout
General Commercial (PD/C-2)	16.35	37%	106,800 square feet
High Density Residential (PD/R-3)	18.20	42%	400 apartments
High Density Residential (PD/R-3)	9.20	21%	95 townhomes
Total	43.75	100%	

Source: RRM Design Group Site Plans (2022)

4. PROJECT OBJECTIVES

The State CEQA Guidelines Section 15124 requires that a project description be accompanied by a statement of objectives sought by the project Applicant. The City and the Applicant have identified the following objectives for the project:

- To facilitate development of the site, provide for annexation of the Richards Ranch property to the City of Santa Maria to allow for the use of City supplemental water supplies consistent with the Santa Maria Groundwater Basin adjudication.
- Develop an economically feasible plan that is compatible with the surrounding community and designed to serve the housing and commercial needs of the city and region.
- Develop this infill property while respecting the surrounding existing neighborhoods. The project will include setback and landscaping buffers.
- Provide high-density housing to meet the needs of the city and help address the current Regional Housing Needs Allocation. The various types of housing units will be available for rent while others will be for-sale units.
- Provide commercial uses that will serve the daily needs of the new residents and the surrounding community including those traveling on Union Valley Parkway.
- Establish sufficient land to accommodate the needs for onsite stormwater retention in an aesthetically pleasing manner that can be planned for recreational uses.

- Include architectural and landscaping amenities along Union Valley Parkway and SR 135 to address the visual resources along these travelways.
- Create uses that are consistent with the noise, height, and safety guidelines of the adopted 1993 Santa Barbara County Airport Land Use Plan (ALUP) and the Draft Santa Maria Airport Land Use Compatibility Plan (Draft 2022 ALUCP).
- Assure the orderly development of the City of Santa Maria General Plan planning area by providing the effective and efficient development of public facilities, infrastructure, and services appropriate for the planning area.
- Provide the City with increased sales tax and property tax.
- Conform to Santa Barbara County Local Agency Formation Commission (SBLAFCO) requirements to allow for approval of the annexation of the site to the city limits.

5. SIGNIFICANT ENVIRONMENTAL IMPACTS IDENTIFIED

Impacts of the proposed project have been classified using the categories described below:

- **Less than significant impact with mitigation:** An adverse impact that would cause a substantial adverse effect that meets or exceeds the applicable significance criteria thresholds for a particular resource but can be reduced to a less than significant through successful implementation of identified mitigation measures.
- **Less than significant impacts:** Less than significant impacts means the effect does not meet or exceed the applicable significance criteria thresholds for a particular resource. No mitigation measures are required for less than significant impacts.

The term “significance” is used throughout the EIR to characterize the magnitude of the projected impact. For the purpose of this EIR, a significant impact is a substantial or potentially substantial change to resources in the local proposed project area or the area adjacent to the proposed project. In the discussions of each issue area, thresholds are identified that are used to distinguish between significant and impacts that are less than significant. Mitigation measures have been identified to reduce project impacts to less than significant. CEQA requires that public agencies should not approve projects as proposed if there are feasible mitigation measures available which would substantially lessen the environmental effects of such projects (CEQA Statute Section 21002).

The impacts and associated mitigation measures identified for the project are shown in Table S-2. The table includes impacts that are categorized as significant and less than significant, all of which are identified with an impact number (e.g., AQ Impact 1). The impact summary table describes and classifies each impact, lists recommended mitigation when applicable, and states the level of residual impact (i.e., the level of impact remaining after implementation of identified mitigation). A summary of project alternatives, including the environmentally superior alternative, is included in Section 7, Project Alternatives, of this Summary.

Table S-2. Summary of Impacts and Mitigation Measures

Impacts	Mitigation Measures	Residual Impacts
<i>Aesthetics</i>		
AES Impact 1: The project would not have a substantial effect on a scenic vista; impacts would be less than significant.	No mitigation is required.	Less than Significant
AES Impact 2: The project would not substantially damage scenic resources within a State Scenic Highway.	No mitigation is required.	No Impact
AES Impact 3: With adherence to the City's development and landscape standards, the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, nor conflict with applicable zoning and other regulations governing scenic quality; impacts would be less than significant.	No mitigation is required.	Less than Significant
AES Impact 4: The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area; impacts would be less than significant.	No mitigation is required.	Less than Significant
AES Impact 5: The project would not have potential to result in cumulatively considerable impacts associated with aesthetics; impacts would be less than significant.	No mitigation is required.	Less than Significant
<i>Air Quality and Greenhouse Gas Emissions</i>		
AQ Impact 1: The project would not conflict with or obstruct implementation of applicable air quality plans.	No mitigation is required.	Less than Significant
AQ Impact 2: The project could result in a cumulatively considerable net increase of criteria pollutants that would exceed applicable SBCAPCD thresholds.	AQ/mm-2.1: The following construction mitigation measures shall be implemented to minimize short-term construction emissions. All measures shall be shown on grading and building plans. - During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 miles per hour. Reclaimed water should be used whenever reasonably available. However, reclaimed water should not be used in or around crops for human consumption. - Minimize amount of disturbed area and reduce onsite vehicle speeds to 15 mph or less. - If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than 2 days shall be covered, kept moist, or treated	Less than Significant with Mitigation

Impacts	Mitigation Measures	Residual Impacts
	with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads. e. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. f. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance. AQ/mm-2.2: 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 CARB 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 CARB Regulation for In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles (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 5 minutes; electric auxiliary power units should be used whenever locally available. e. Diesel equipment meeting the CARB 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 available.	

Impacts	Mitigation Measures	Residual Impacts
	h. Equipment/vehicles using alternative fuels, such as compressed natural gas, liquefied natural gas, propane, or biodiesel, shall be used onsite where locally available. i. Catalytic converters shall be installed on gasoline-powered equipment, if available, 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 Impact 3: The project could expose sensitive receptors to substantial pollutant concentrations.	Implement Mitigation Measures AQ/mm-1.1 and AQ/mm-1.2 .	Less than Significant with Mitigation
AQ Impact 4: The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	No mitigation is required.	Less than Significant with Mitigation
AQ Impact 5: The project's air pollutant emissions could result in a cumulative contribution to air pollution in the region.	Implement Mitigation Measures AQ/mm-1.1 and AQ/mm-1.2 .	Less than Significant with Mitigation
GHG Impact 1: The project would not generate greenhouse gas emissions above established SBCAPCD thresholds.	No mitigation is required.	Less than Significant
GHG Impact 2: The project could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Implement Mitigation Measure EN/mm-1.1 . GHG/mm-2.1: The project shall include the following design features to encourage the use of alternate transportation modes and reduce mobile-source emissions: a. Provide a pedestrian-friendly and interconnected streetscape with good access to/from the development for pedestrians, bicyclists, and transit users to make alternative transportation more convenient, comfortable, and safe. b. Incorporate traffic calming modifications to project roads to reduce vehicle speeds and increase pedestrian and bicycle usage and safety. c. Provide employee lockers and showers to promote bicycle and pedestrian use. One shower and five lockers for every 25 new employees is recommended. d. Increase bicycle accessibility and safety in the vicinity of the project; for example: provide interconnected bicycle routes/lanes or construction of bikeways.	Less than Significant with Mitigation

Impacts	Mitigation Measures	Residual Impacts
	e. Exceed Cal Green standards by 25% for providing onsite bicycle parking: both short-term racks and long-term lockers, or a locked room with standard racks and access limited to bicyclists only. f. Meet current CALGreen Tier 2 standards for electric vehicle (EV) parking spaces, except that all EV parking spaces required by the code to be EV capable shall instead be EV ready. GHG/mm-2.2: The servicing of proposed residential and commercial development by natural gas shall be prohibited.	
GHG Impact 3: The project could result in a cumulative contribution to GHG emissions in the region.	Implement Mitigation Measures GHG/mm-2.1, GHG/mm-2.2, and EN/mm-1.1.	Less than Significant with Mitigation
Biological Resources		
BIO Impact 1: The project could directly or indirectly impact special-status wildlife species during project construction.	Implement Mitigation Measures BIO/mm-2.1, BIO/mm-3.1, BIO/mm-4.1, BIO/mm-5.1, and BIO/mm-11.1. BIO/mm-1.1: Prohibition of Invasive Plants. The landscape architect shall provide a signed statement on the landscape plans that the planting plan does not include any plant that occurs on the California Exotic Pest Plant Council and the California Invasive Plant Council Lists 1, 2, and 4. Plants considered to be invasive by the California Exotic Pest Plant Council and the California Invasive Plant Council shall not be used onsite. BIO/mm-1.2: Biological Monitor. Prior to grading or building permit issuance for any future development within the project site, the developer shall retain a City-approved project biologist to provide monitoring services for all measures requiring biological mitigation. The biologist shall be responsible for ensuring that compliance with biological resource mitigation measures occurs, conducting construction crew training regarding sensitive species that have the potential to occur, maintaining the authority to stop work, and outlining actions in the event of non-compliance. Biological monitoring shall be conducted full time during the initial disturbances (site clearing) and be reduced to monthly following initial disturbances, or more frequently, if necessary, as determined by the City-approved project biologist. BIO/mm-1.3: Worker Environmental Training Program. Prior to implementation of construction activities (including staging and mobilization), the developer shall ensure all personnel associated with project construction attend a training to facilitate Worker Environmental Training. The Worker Environmental Training shall be conducted by a City-approved biologist to help workers recognize special-status plants and animals to be protected in the project site. The training program shall include identification of relevant sensitive species and habitats, description of the regulatory status and general ecological characteristics of sensitive resources, documentation of each employee's participation in trainings and information presented. Any future contractor and/or subcontractor with employees working at the project site shall set aside time for the City-approved biologist to provide Worker Environmental Training for all employees that will be onsite. Topics will include regulatory framework and best practices to avoid and minimize impacts to protected	Less than Significant with Mitigation

Impacts	Mitigation Measures	Residual Impacts
	plants, animals, and their habitats. Each group of new personnel or individuals shall be provided with an environmental briefing by the City-approved project biologist. BIO/mm-1.4: Cover Excavations. During construction, all trenches, holes, and other excavations with sidewalls steeper than a 1:1 (45 degree) slope and 2 or more feet deep shall be covered when workers or equipment are not actively working in the excavation. If any such excavations remain uncovered, they shall have an escape ramp of earth or a non-slip material with a 1:1 (45 degree) slope or flatter. All excavated areas shall be inspected by the City-approved biologist before backfilling. BIO/mm-1.5: Biodegradable Erosion Control. During construction, use erosion control products made of natural fiber (biodegradable) to prevent wildlife from getting ensnared or strangled by monofilament, coir rolls, erosion control mats or blankets, straw or fiber wattles, or similar erosion control products.	
BIO Impact 2: The project could directly impact monarch butterflies.	Implement Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5. BIO/mm-2.1: If possible, site disturbance and construction activity that would impact eucalyptus trees onsite shall not occur during the monarch butterflies' fall and winter migration (October 15 through February 29) period. If tree or vegetation removal or site disturbance is required during the monarch butterflies' fall and winter migration, a City-approved biologist shall conduct a preconstruction survey for monarch butterflies that could be using the eucalyptus trees on the site for overwintering within 7 days of proposed vegetation removal or site disturbance or when known monarch overwintering is occurring at other locations within the region. If monarch butterflies are detected, development shall be postponed until after the overwintering period or until a City-approved biologist determines monarch butterflies are no longer using the trees for overwintering.	Less than Significant with Mitigation
BIO Impact 3: The project could directly and indirectly impact northern California legless lizards during project construction.	Implement Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5. BIO/mm-3.1: Within 30 days prior to and during initial ground disturbance of the coastal scrub and grassland habitat onsite, a City-approved biologist shall conduct surveys for northern California legless lizards within suitable habitat areas within the development footprint and any adjacent staging areas. Prior to initial ground disturbance, the City-approved biologist shall identify an appropriate receptor site with suitable habitat for any northern California legless lizards that may be found during the survey. The biologist shall use hand search or cover board methods in areas of disturbance where legless lizards are expected to be found (e.g., under shrubs, other vegetation, or debris). If cover board methods are used, they shall commence at least 30 days prior to the start of construction. Hand search surveys shall be completed immediately prior to and during disturbances to the vegetated areas. During vegetation-disturbing activities, the biologist shall walk behind the equipment to capture northern California legless lizards that are unearthed by the equipment. The biologist shall capture and relocate any legless lizards or other reptiles observed during the survey effort. The captured individuals shall be relocated from the construction area and released at the predetermined receptor site.	Less than Significant with Mitigation

Impacts	Mitigation Measures	Residual Impacts
BIO Impact 4: The project could directly and indirectly impact nesting birds during project construction.	Implement Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5. BIO/mm-4.1: Vegetation removal and initial site disturbance shall be conducted between September 1 and January 31 outside of the nesting season for birds. If vegetation and/or tree removal is planned for the bird nesting season (February 1 to August 31), then preconstruction nesting bird surveys shall be conducted by a City-approved biologist to determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required. If any active nests are found that would be impacted by construction, then the nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nests as determined by the City-approved biologist. Nest sites shall be avoided and protected with the non-disturbance buffer zone until the adults and young of the year are no longer reliant on the nest site for survival, as determined by the monitoring biologist.	Less than Significant with Mitigation
BIO Impact 5: The project could directly and indirectly impact roosting western red bats during project construction.	BIO/mm-5.1: The developer shall retain a qualified biologist to conduct roosting bat surveys prior to any tree removal. Pre-disturbance surveys for bats shall include two daytime and two dusk surveys no more than 30 days prior to the tree removal to determine if bats are roosting in the trees. The biologist(s) conducting the preconstruction surveys shall identify the nature of the bat utilization of the area (i.e., no roosting, night roost, day roost, maternity roost). If bats are found to be roosting in the project area, the developer shall develop the project in such a way that avoids the bat roost. If avoidance of the bat roost is not feasible, tree removal shall be delayed until the bats have left the area.	Less than Significant with Mitigation
BIO Impact 6: Project operation would not directly or indirectly impact special-status wildlife species.	No mitigation is required.	Less than Significant
BIO Impact 7: The development of the infrastructure improvements beyond the 43.75-acre project site boundary could directly or indirectly impact special-status wildlife species.	Implement Mitigation Measures BIO/mm-1.2 through BIO/mm-1.5, BIO/mm-3.1, BIO/mm-4.1, and BIO/mm-5.1.	Less than Significant with Mitigation
BIO Impact 8: There is no riparian habitat or other sensitive natural communities located within the project site; no impacts would occur.	No mitigation is required.	No Impact
BIO Impact 9: There are no jurisdictional wetlands located within the project site; no impacts would occur.	No mitigation is required.	No Impact
BIO Impact 10: No impacts would occur to migratory wildlife corridors or native wildlife nurseries.	No mitigation is required.	No Impact
BIO Impact 11: The project could result in conflicts with local policies and ordinances protecting biological resources, specifically considerations under the City's RME and Municipal Code.	Implement Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5, BIO/mm-2.1, BIO/mm-3.1, BIO/mm-4.1, and BIO/mm-5.1. BIO/mm-11.1: Prior to approval of a Planned Development Permit, the developer shall retain a City-approved biologist or arborist to prepare a tree protection, replacement and monitoring program or another mechanism that ensures	Less than Significant with Mitigation

Impacts	Mitigation Measures	Residual Impacts
	consistency with RME Goal 3 and Policy 3, and compliance with the City's Municipal Code. The tree protection, replacement, and monitoring program shall include a tree survey report identifying the number, size, species, and status (live, dead, diseased, etc.) of trees to be protected in place, trees to be trimmed and/or pruned, and trees to be removed. The program shall demonstrate protection of existing trees with a trunk diameter of 6 inches or greater to the greatest extent feasible, in accordance with Municipal Code Section 12-44.4. Trees to be protected in place shall have high-visibility exclusion fencing placed around their critical root zone during project site disturbance, grading, and construction activities. Pavement within the canopy dripline of existing trees to be protected in place should not exceed twenty-five percent (25%) of the area of the canopy. All trees planted as mitigation shall have an 80% survival rate after 5 years. If the survival rate is not at least 80%, then enough trees shall be replanted to bring the total number of survived specimens to at least 80% of the original number of trees planted, as measured 5 years after the replanting. Annual monitoring reports that evaluate tree survivability, health and vigor shall be prepared by a qualified specialist and submitted to the City by October 15 each year, for 5 years. The project shall comply with City of Santa Maria Municipal Code Chapter 12-44 as it pertains to tree protection. Requirements shall include but not be limited to: construction setbacks to protection retained trees; construction fencing around trees; grading limits around the base of trees as required; and a replacement plan for trees removed. The final report shall include the final number of replacement trees utilizing the City's replacement ratio identified above. The developer shall submit a copy of the building and grading plans to the City for review and approval prior to the issuance of building or grading permits. Prior to site occupancy trees shall be planted, fenced, and appropriately irrigated. City Parks Department staff or a City-approved biologist shall verify that the tree protection, replacement, and monitoring program is adequate. The City shall conduct site inspections throughout all phases of development to ensure compliance with and evaluate all tree preservation and replacement measures.	
BIO Impact 12: The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	No mitigation is required.	No Impact
BIO Impact 13: The project could result in cumulatively considerable impacts to biological resources.	Implement Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5, BIO/mm-2.1, BIO/mm-3.1, BIO/mm-4.1, and BIO/mm-5.1.	Less than Significant with Mitigation
Cultural and Tribal Cultural Resources		
CR Impact 1: The project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.	No mitigation is required.	No Impact

Impacts	Mitigation Measures	Residual Impacts
CR Impact 2: The project could cause a substantial adverse change in the significance of an unknown archaeological resource pursuant to Section 15064.5, a potentially significant impact.	CR/mm-2.1: In the unlikely event that archaeological resources are exposed during project implementation, work should stop in the immediate vicinity, and an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards (National Park Service 1983) should be retained to evaluate the find and recommend relevant mitigation measures. If additional measures are deemed necessary, the measures recommended by the qualified archaeologist shall be implemented. In the event that human remains are discovered, State of California Health and Safety Code Section 7050.5 shall be followed.	Less than Significant with Mitigation
CR Impact 3: The project could disturb previously unidentified human remains if present within the project site, a potentially significant impact.	Implement Mitigation Measure CR/mm-2.1.	Less than Significant with Mitigation
CR Impact 4: The project would have the potential to result in cumulatively considerable impacts associated with cultural resources.	Implement Mitigation Measures CR/mm-2.1.	Less than Significant with Mitigation
TCR Impact 1: While there are no resources listed in or eligible for listing in the CRHR or local register of historic resources, the project could cause a substantial adverse change in the significance of an unknown tribal cultural resource determined by the City to be a significant resource to a California Native American Tribe, a potentially significant impact.	Implement Mitigation Measure CR/mm-2.1.	Less than Significant with Mitigation
Energy		
EN Impact 1: The project could result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction and operation.	Implement Mitigation Measures GHG/mm-2.1 and GHG/mm-2.2. EN/mm-1.1: The project shall include the following measures: a. Meet or exceed CalGreen Tier 2 standards at the time of development for building energy efficiency. b. Meet or exceed CalGreen building standards at the time of development for water conservation (e.g., use of low-flow water fixtures, water-efficient irrigation systems, and drought-tolerant landscaping. c. All built-in appliances shall be Energy Star certified or equivalent. d. To the extent allowed by the building code at the time of development, incorporate natural lighting in buildings to minimize daytime lighting demand. e. Outdoor lighting shall be designed to minimize electrical demand, such as the use of solar-powered lighting and lighting controlled by motion sensors. f. Proposed residential and non-residential land uses shall elect to receive electricity from Central Coast Community Energy (CCCE).	Less than Significant with Mitigation
EN Impact 2: The project could conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Implement Mitigation Measures EN/mm-1.1, GHG/mm-2.1, and GHG/mm-2.2.	Less than Significant with Mitigation

Impacts	Mitigation Measures	Residual Impacts
EN Impact 3: The project would not result in cumulatively considerable impacts associated with energy.	No mitigation is required.	No Impact
Geology and Soils		
GEO Impact 1: The project would not cause substantial adverse effects due to rupture of a known earthquake fault; impacts would be less than significant.	No mitigation is required.	Less than Significant
GEO Impact 2: The project could cause substantial adverse effects associated with strong seismic ground shaking.	GEO/mm-2.1: Prior to issuance of grading permits for site preparation activities, the following measures shall be incorporated into project site preparation/grading plans, to be verified by the City Building Division: a. The existing ground surface in the building and surface improvements areas shall be prepared for construction by removing existing improvements, vegetation, large roots, debris, and other deleterious material. Any existing fill soils shall be completely removed and replaced as compacted fill. Any existing utilities that will not remain in service shall be removed or abandoned in a manner approved by a geotechnical engineer. b. Voids created by the removal of materials or utilities, and extending below the recommended overexcavation depth, shall be immediately called to the attention of the geotechnical engineer. No fill shall be placed unless the geotechnical engineer has observed the underlying soil. GEO/mm-2.2: Prior to issuance of grading permits, the following measures shall be incorporated into the project grading plans, to be verified by the City Building Division: a. Following site preparation, the soils in the building area for one- and two-story buildings shall be removed to a level plane at a minimum depth of 3 feet below the bottom of the deepest footing or 4 feet below existing grade, whichever is deeper. The soils in the building area for three-story buildings shall be removed to a level plane at a minimum depth of 4 feet below the bottom of the deepest footing or 5 feet below existing grade, whichever is deeper. During construction, locally deeper removals may be recommended. b. All cut or cut/fill transition areas shall be overexcavated such that a minimum of 5 feet of compacted fill is provided within all the one- to two-story building areas and a minimum of 6 feet of compacted fill is provided within all the three-story building areas. Also, the minimum depth of the fill below the building area shall not be less than half of the maximum depth of fill below the building area. For example, if the maximum depth of fill below the building area is 10 feet, then the minimum depth of fill below the same building area grades shall be no less than 5 feet. In no case shall the depth of fill be less than 5 feet on the building areas. c. Following site preparation, the soils in the surface improvement area shall be removed to a level plane at a minimum depth of 1 foot below the proposed subgrade elevation or 2 feet below the existing ground surface,	Less than Significant with Mitigation

Impacts	Mitigation Measures	Residual Impacts
	whichever is deeper. During construction, locally deeper removals may be recommended based on field conditions. The resulting soil surface shall then be scarified, moisture conditioned, and compacted prior to placing any fill soil. d. Following site preparation, the soils in fill areas beyond the building and surface improvement areas shall be removed to a depth of 2 feet below existing grade. During construction, locally deeper removals may be recommended based on field conditions. The resulting soil surface shall then be scarified, moisture conditioned, and compacted prior to placing any fill soil. e. Voids created by dislodging cobbles and/or debris during scarification shall be backfilled and compacted, and the dislodged materials shall be removed from the area of work. f. On-site material and approved import materials may be used as general fill. All imported soil shall be nonexpansive. The proposed imported soils shall be evaluated by the geotechnical engineer before being used, and on an intermittent basis during placement on the site. g. All materials used as fill shall be cleaned of any debris and rocks larger than 6 inches in diameter. No rocks larger than 3 inches in diameter shall be used within the upper 3 feet of finish grade. When fill material includes rocks, the rocks shall be placed in a sufficient soil matrix to ensure that voids caused by nesting of the rocks will not occur and that the fill can be properly compacted. h. Where fill will be placed on existing slopes that are steeper than 10 percent, the slope shall be cut to level benches into competent material. The benches shall be a minimum of 10 feet wide and angled 2 to 3 percent back into the slope. Where fill is planned on existing slopes that are steeper than 20 percent, the toe of the fill shall be keyed into competent material. The keyway shall be a minimum of 10 feet wide or the width shall equal one-half the height of the slope, whichever is greater. The keyway shall be angled 2 to 3 percent back into the slope and shall penetrate 2 feet into the competent material. The geotechnical engineer shall observe all keyways and benches. i. Backdrains shall be provided in all keyways and on benches at approximately 10-foot vertical intervals, unless otherwise recommended by the geotechnical engineer at the time of construction. j. Slopes shall be constructed at 2:1 (horizontal to vertical) or flatter inclinations. Slopes subject to inundation shall be constructed at 3:1 or flatter. Cut slopes and fill over cut slopes shall be overexcavated and constructed as compacted fill slopes. k. Unless otherwise recommended by the landscape architect, completely constructed fill slopes shall be covered with a synthetic vegetation matting and the slopes shall be revegetated, in accordance with the installation requirements of the manufacturer and the CBC.	

Impacts	Mitigation Measures	Residual Impacts
	GEO/mm-2.3: Prior to issuance of building permits for habitable structures on-site, the following design measures shall be incorporated into the project building plans, to be verified by the City Building Division: - Conventional continuous and spread footings bearing on soil compacted per the "Grading" section of the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021) shall be used to support structures. Grade beams shall also be placed across all large entrances to support structures. Footings and grade beams shall have a minimum depth of 12 inches below the lowest adjacent grade; however, footings and grade beams for the two- and three-story building shall have a minimum depth of 18 inches below the lowest adjacent grade. All spread footings shall be a minimum of 2 square feet. Footing and grade beam dimensions shall also conform to the applicable requirements of Section 1809 (CBSC, 2019). Footing and grade beam reinforcement shall be in accordance with the requirements of the architect/engineer; minimum continuous footing and grade beam reinforcement shall consist of two No. 4 rebar, one near the top and one near the bottom of the footing or grade beam. - Footings shall be designed using a maximum allowable bearing capacity of 2,000 pounds per square foot (psf) dead plus live load. The allowable bearing capacity may be increased by 200 psf for each additional 6 inches of embedment below a depth of 12 inches below lowest adjacent grade. The allowable bearing capacity shall not exceed 3,000 psf dead plus live loads. Using these criteria, maximum total and differential settlement under static conditions are expected to be on the order of 3/4-inch and 1/4-inch in 25 feet, respectively. Footings shall also be designed to withstand total and differential dynamic settlement of 2 inches and 1 inch across the largest building dimension, respectively. - Lateral loads may be resisted by soil friction and by passive resistance of the soil acting on foundations. Lateral capacity is based on the assumption that backfill adjacent to foundations is properly compacted. A passive equivalent fluid pressure of 375 pound-force per cubic foot (pcf) and a coefficient of friction of 0.39 may be used in design. No factors of safety, load factors, and/or other factors have been applied to any of the values. - The allowable bearing capacity may be increased by one-third when transient loads such as wind or seismicity are included if the structural engineer determines they are allowed per Sections 1605.3.1 and 1605.3.2 (CBSC, 2019). The following seismic parameters are presented for use in structural design:	

Impacts	Mitigation Measures								Residual Impacts																								
	2019 Mapped CBC Values Site Class "D" Adjusted Values Design Values <table><thead><tr><th>Seismic Parameters</th><th>Values (g)</th><th>Site Coefficients</th><th>Values (g)</th><th>Seismic Parameters</th><th>Values (g)</th><th>Seismic Parameters</th><th>Values (g)</th></tr></thead><tbody><tr><td>S_s</td><td>1.056</td><td>F_a</td><td>1.078*</td><td>S_{MS}</td><td>1.138</td><td>S_{DS}</td><td>0.759*</td></tr><tr><td>S₁</td><td>0.386</td><td>F_V</td><td>1.914</td><td>S_{M1}</td><td>0.739</td><td>S_{D1}</td><td>0.493</td></tr></tbody></table> Peak Mean Ground Acceleration (PGA_M) = 0.527g Seismic Design Criteria = D *F_a should be taken as 1.4 and S_{DS} as 0.996 if the Simplified Lateral Force Analysis Procedure in Section 12.14.8 of the American Society of Civil Engineers Publications is used in structural design e. Foundation excavations shall be observed by the geotechnical engineer prior to placement of reinforcing steel or any formwork. Foundation excavations shall be thoroughly moistened prior to PCC placement and no desiccation cracks shall be present.								Seismic Parameters	Values (g)	Site Coefficients	Values (g)	Seismic Parameters	Values (g)	Seismic Parameters	Values (g)	S _s	1.056	F _a	1.078*	S _{MS}	1.138	S _{DS}	0.759*	S ₁	0.386	F _V	1.914	S _{M1}	0.739	S _{D1}	0.493	
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	GEO Impact 3: Future development on-site could result in substantial adverse effects associated with liquefaction and seismically induced settlement. Implement Mitigation Measures GEO/mm-2.1 through GEO/mm-2.3. GEO/mm-3.1: Prior to issuance of building permits, the following measures shall be incorporated into the project utility construction plans, to be verified by the City Building Division: - Unless otherwise recommended, utility trenches adjacent to foundations shall not be excavated within the zone of foundation influence, as shown in the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021). - Utilities that must pass beneath foundations shall be placed with properly compacted utility trench backfill and the foundation shall be designed to span the trench. - A select, noncorrosive, granular, easily compacted material shall be used as bedding and shading immediately around utilities. Generally, the soil found at the site may be used for trench backfill above the select material. - Utility trench backfill shall be moisture conditioned and compacted. The Engineering Design Standards (SBC, 2011) requires a minimum compaction of 95 percent of maximum dry density in trench backfill in existing or future public roadway areas. A minimum of 95 percent of maximum dry density shall also be obtained where trench backfill comprises the upper 1-foot of subgrade beneath HMA or PCC pavement, and in all AB. A minimum of 85 percent of maximum dry density will generally be sufficient where trench backfill is located in landscaped or other unimproved areas, where settlement of trench backfill would not be detrimental.								Less than Significant with Mitigation																								

Impacts	Mitigation Measures	Residual Impacts
	e. Jetting of trench backfill shall generally not be allowed as a means of backfill densification. However, to aid in encasing utility conduits, particularly corrugated conduits and multiple closely spaced conduits in a single trench, jetting or flooding may be used. Jetting or flooding shall only be attempted with extreme caution, and any jetting or flooding operation shall be subject to review by the geotechnical engineer. f. The Corrosion Evaluation Report prepared by CERCO Analytical, Inc. and presented in the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021) shall be used by the architect/engineer in specifying appropriate corrosion protection measures for the utility improvements. GEO/mm-3.2: Prior to issuance of grading permits, the following measures shall be incorporated into the project grading and construction plans, to be verified by the City Building Division: a. All retaining wall foundations shall be founded in soil compacted as recommended in Mitigation Measure GEO/mm-2.1. Conventional foundations for retaining walls shall have a minimum depth of 12 inches below lowest adjacent grade not including the keyway. b. If retaining walls will retain more than 6 feet of soil, seismic design shall be required by the geotechnical engineer. c. Retaining wall design shall be based on the following parameters: - Active equivalent fluid pressure (native soil, imported sand or gravel backfill)..... 35 pcf - At-rest equivalent fluid pressure (native soil, imported sand or gravel backfill)..... 55 pcf - Passive equivalent fluid pressure (compacted fill) 375 pcf - Maximum toe pressure (compacted fill) 2,000 psf - Coefficient of sliding friction (compacted fill) 0.39 d. No surcharges are taken into consideration in the above values. The maximum toe pressure is an allowable value to which a factor of safety has been applied. No factors of safety, load factors, and/or other factors have been applied to any of the remaining values. e. The above pressures are applicable to a horizontal retained surface behind the wall. Walls having a retained surface that slopes upward from the wall shall be designed for an additional equivalent fluid pressure of 1 pcf for the active case and 1.5 pcf for the at-rest case, for every 2 degrees of slope inclination. f. The active and at-rest values presented above are for drained conditions. Consequently, retaining walls shall be drained with rigid perforated pipe encased in a free draining gravel blanket. The pipe shall be placed perforations downward and shall discharge in a nonerosive manner away from foundations and other improvements. The gravel blanket shall have a width of approximately 1 foot and shall extend upward to approximately 1 foot from the top of the wall. The upper foot shall be backfilled with on-site	

Impacts	Mitigation Measures	Residual Impacts
	soil except in areas where a slab or pavement will abut the top of the wall. In such cases, the gravel backfill shall extend up to the material that supports the slab or pavement. To reduce infiltration of the soil into the gravel, a permeable synthetic fabric conforming to the Standard Specifications (Caltrans, 2018) Section 96-1.02B – Class “C,” shall be placed between the two. Manufactured geocomposite wall drains conforming to the Standard Specifications (Caltrans, 2018) Section 96-1.02C are acceptable alternatives to the use of gravel provided that they are installed in accordance with the requirements of the manufacturer. Where drainage can be properly controlled, weep holes on maximum 4-foot centers may be used in lieu of perforated pipe. A filter fabric as described above shall be placed between the weep holes and the drain gravel. g. Retaining walls where moisture transmission through the wall would be undesirable shall be thoroughly waterproofed in accordance with the specifications of the architect/engineer. h. The architect/engineer shall bear in mind that retaining walls by their nature are flexible structures, and that surface treatments on walls often crack. Where walls are to be plastered or otherwise have a finish applied, the flexibility shall be considered in determining the suitability of the surfacing material, spacing of horizontal and vertical control joints, etc. The flexibility shall also be considered where a retaining wall will abut or be connected to a rigid structure, and where the geometry of the wall is such that its flexibility will vary along its length. GEO/mm-3.3: Prior to issuance of grading permits, the following measures shall be incorporated into the project construction plans, to be verified by the City Building Division: a. Conventional interior light duty PCC slabs-on-grade and exterior flatwork shall have a minimum thickness of 4 full inches; however, the thickness of heavy-duty slabs and flatwork shall be specified by the architect/engineer. Conventional interior slabs-on-grade shall be doweled to footings and grade beams with dowels. b. Reinforcement size, placement, and dowels shall be as directed by the architect/engineer. Interior slabs-on-grade and light duty exterior flatwork shall be reinforced, at a minimum, with No. 3 rebar at 18 inches on-center each way. Heavy duty exterior flatwork shall have minimum rebar sizing and spacing that meets the criteria of American Concrete Institute (ACI) 318 (ACI, 2014). A modulus of subgrade reaction (K30) of 100 psi/inch may be used in the design of heavy duty slabs-on-grade founded on compacted native soil. The modulus of subgrade reaction (K30) may be increased to 150 psi/inch if the slab is underlain with a minimum of 6 inches of compacted Class 2 AB (Caltrans, 2018), and to 200 psi/inch if the slab is underlain with a minimum of 12 inches of compacted Class 2 AB. c. Due to the current use of impermeable floor coverings, water-soluble flooring adhesives, and the speed at which buildings are now constructed,	

Impacts	Mitigation Measures	Residual Impacts
	moisture vapor transmission through slabs is a much more common problem than in past years. Where moisture vapor transmitted from the underlying soil would be undesirable, the slabs shall be protected from subsurface moisture vapor. A number of options for vapor protection are discussed below; however, the means of vapor protection, including the type and thickness of the vapor retarder, if specified, are left to the discretion of the architect/engineer. d. Where specified, vapor retarders shall conform to ASTM E1745-17. This standard specifies properties for three performance classes, Class "A", "B" and "C". The appropriate class shall be selected based on the potential for damage to the vapor retarder during placement of slab reinforcement and concrete. e. Several recent studies, including those of ACI Document 302.1R-15 (ACI, 2015), have concluded that excess water above the vapor retarder increases the potential for moisture damage to floor coverings and could increase the potential for mold growth or other microbial contamination. The studies also concluded that it is preferable to eliminate the typical sand layer beneath the slab and place the slab concrete in direct contact with a Class "A" vapor retarder, particularly during wet weather construction. However, placing the concrete directly on the vapor retarder requires special attention to using the proper vapor retarder (see discussion below), a very low water-cement ratio in the concrete mix, and special finishing and curing techniques. f. The next most effective option would be the use of vapor-inhibiting admixtures in the slab concrete mix and/or application of a sealer to the surface of the slab. This would also require special concrete mixes and placement procedures, depending upon the requirements of the admixture or sealer manufacturer. g. Another option that may be a reasonable compromise between effectiveness and cost considerations is the use of a subslab vapor retarder protected by a sand layer, however this would increase the potential for moisture damage to floor coverings and for mold growth or other microbiological contamination. If a Class "A" vapor retarder (see discussion below) is specified, the retarder can be placed directly on the material at pad grade. The retarder shall be covered with a minimum 2 inches of clean sand. If a less durable vapor retarder is specified (Class "B" or "C"), a minimum of 4 inches of clean sand shall be provided on top of the material at pad grade, and the retarder shall be placed in the center of the clean sand layer. Clean sand is defined as well or poorly graded sand (ASTM D2487-17) of which less than 3 percent passes the No. 200 sieve. The site soils do not fulfill the criteria to be considered "clean" sand. h. Regardless of the underslab vapor retarder selected, proper installation of the retarder is critical for optimum performance. All seams must be properly lapped, and all seams and utility penetrations properly sealed in accordance with the vapor retarder manufacturer's requirements. Installation shall conform to ASTM E1643-18a.	

Impacts	Mitigation Measures	Residual Impacts
	i. If sand is used between the vapor retarder and the slab, it shall be moistened only as necessary to promote concrete curing; saturation of the sand shall be avoided, as the excess moisture would be on top of the vapor retarder, potentially resulting in vapor transmission through the slab for months or years. j. In conventional construction, it is common to use 4 to 6 inches of sand beneath exterior flatwork. Another measure that can be taken to reduce the risk of movement of flatwork is to provide thickened edges or grade beams around the perimeters of the flatwork. The thickened edges or grade beams could be up to 12 inches deep, with the deeper edges or grade beams providing better protection. At a minimum, the thickened edge or grade beam shall be reinforced by two No. 4 rebar, one near the top and one near the bottom of the thickened edge or grade beam. k. Flatwork shall be constructed with frequent joints to allow articulation as flatwork moves in response to seasonal moisture and/or temperature variations causing minor expansion and contraction of the soil, or variable bearing conditions. The soil in the subgrade shall be moistened to at least optimum moisture content and no desiccation cracks shall be present prior to casting the flatwork. l. Where maintaining the elevation of the flatwork is desired, the flatwork shall be doweled to the perimeter foundation as specified by the architect/engineer. In other areas, the flatwork may be doweled to the foundation or the flatwork may be allowed to "float free," at the discretion of the architect/engineer. Flatwork that is intended to float free shall be separated from foundations by a felt joint or other means. m. To reduce shrinkage cracks in PCC, the PCC aggregates shall be of appropriate size and proportion, the water/cement ratio should be low, the PCC shall be properly placed and finished, contraction joints should be installed, and the PCC shall be properly cured. PCC materials, placement, and curing specifications shall be at the direction of the architect/engineer. The Guide for Concrete Floor and Slab Construction (ACI, 2015) is suggested as a resource for the architect/engineer in preparing such specifications.	
GEO Impact 4: The project would not cause potential substantial adverse effects involving landslides.	No mitigation is required.	Less than Significant
GEO Impact 5: The project could result in substantial soil erosion and the loss of topsoil.	GEO/mm-5.1: Prior to site preparation, the following measures shall be incorporated into project construction plans: a. Per Section 1804.4 (CBSC, 2019) unpaved ground surfaces shall be finish graded to direct surface runoff away from foundations and other improvements at a minimum 5 percent grade for a minimum distance of 10 feet. The site shall be similarly sloped to drain away from foundations, and other improvements during construction. Where this is not practicable due to other improvements, etc., swales with improved surfaces, area drains, or other drainage facilities, shall be used to collect and discharge runoff.	Less than Significant with Mitigation

Impacts	Mitigation Measures	Residual Impacts
	b. The eaves of the buildings shall be fitted with roof gutters. Runoff from flatwork, roof gutters, downspouts, planter drains, area drains, etc., shall discharge in a nonerosive manner away from foundations and other improvements in accordance with the requirements of the governing agencies. Erosion protection shall be placed at all discharge points unless the discharge is to a pavement surface. c. To reduce the potential for planter drainage gaining access to subslab areas, any raised planter boxes adjacent to foundations shall be installed with drains and sealed sides and bottoms. Drains shall also be provided for areas adjacent to the structure and in landscape areas that would not otherwise freely drain. d. The on-site soils are highly erodible. If soils are disturbed during construction, stabilization of soils by vegetation or other means, during and following construction, is essential to reduce erosion damage. Care shall be taken to establish and maintain vegetation. The landscaping shall be planned and installed to maintain the surface drainage recommended above. Surface drainage shall also be maintained during construction. e. Maintenance of drainage and other improvements is critical to the long-term stability of the site and the integrity of the structures. Site improvements shall be maintained on a regular basis. f. Finished flatwork and pavement surfaces shall be sloped to freely drain toward appropriate drainage facilities. Water shall not be allowed to stand or pond on or adjacent to exterior pedestrian flatwork, vehicle pavement, or other improvements as it could infiltrate into the AB and/or subgrade, causing premature deterioration of pavement, flatwork, or other improvements. Any cracks that develop in the pavement shall be promptly sealed. g. All exterior drains and drain outlets shall be maintained to be free-flowing. Care shall be taken to establish and maintain vegetation. Vegetation and erosion matting (if utilized) shall be maintained or augmented as needed. Irrigation systems shall be maintained so that soils around structures are maintained at a relatively uniform year-round moisture content, and are neither over-watered nor allowed to dry and desiccate. h. The owner or site maintenance personnel shall periodically observe the areas within and around the site for indications of rodent activity and soil instability. The owner or site maintenance personnel shall also implement an aggressive program for controlling the rodent activity in the general area.	
GEO Impact 6: The project could result in substantial adverse effects associated with liquefaction, settlement, hydroconsolidation, and seismically induced settlement.	Implement Mitigation Measures GEO/mm 2.1 through GEO/mm-2.3 and GEO/mm-3.1 through GEO/mm-3.3. GEO/mm-6.1: Prior to site preparation, the following measures shall be implemented: a. A Geotechnical Engineer shall be retained to provide consultation during the design phase, to aid in the implementation of the findings of the	Less than Significant with Mitigation

Impacts	Mitigation Measures	Residual Impacts
	Geotechnical Engineering Report in future project design, to review final plans once they are available, to interpret this report during construction, and to provide construction monitoring in the form of testing and observation. b. At minimum, the Geotechnical Engineer shall be retained to provide: 1. Review of final grading, utility, and foundation plans; 2. Professional observation during grading, foundation excavations, and trench backfill; 3. Oversight of compaction testing during grading; and, 4. Oversight of special inspection during grading. c. Special inspection of grading shall be provided as per Section 1705.6 and California Building Code Table 1705.6. The special inspector shall be under the direction of the Geotechnical Engineer. Special inspection of the following items shall be provided by the special inspector: 1. Stripping and clearing of vegetation; 2. Overexcavation to the recommended depths; 3. Scarification, moisture conditioning, and compaction of the soil; 4. Fill quality, placement, and compaction; 5. Utility trench backfill; 6. Retaining wall drains and backfill; 7. Foundation excavations; and 8. Subgrade and AB compaction and proof rolling. d. A program of quality control shall be developed prior to beginning grading. The contractor or project manager shall determine any additional inspection items required by the architect/engineer or the governing jurisdiction. e. Locations and frequency of compaction tests shall be as per the direction of the Geotechnical Engineer at the time of construction. The recommended test location and frequency may be subject to modification by the Geotechnical Engineer, based upon soil and moisture conditions encountered, size and type of equipment used by the contractor, the general trend of the results of compaction tests, or other factors. f. The Geotechnical Engineer shall be notified at least 48 hours prior to beginning construction operations.	
GEO Impact 7: The project would not result in substantial risks to life or property associated with expansive soils.	No mitigation is required.	Less than Significant
GEO Impact 8: The project would not result in impacts associated with soil capability of supporting the use of wastewater disposal systems.	No mitigation is required.	No Impact

Impacts	Mitigation Measures	Residual Impacts
GEO Impact 9: Ground-disturbing activities could damage paleontological resources that may be present below the surface.	GEO/mm-9.1: Once detailed design plans accompanying the Planned Development Permits application are available, a qualified paleontologist, meeting the standards of the Society of Vertebrate Paleontology (2010) shall prepare a Paleontological Resources Monitoring and Mitigation Plan and a Worker's Environmental Awareness Program to train the construction crew, both to be implemented during development. During preparation of the Paleontological Resources Monitoring and Mitigation Plan, the qualified paleontologist will determine the timing and extent of monitoring necessary after considering amount and depth of grading and the areas proposed for development. After construction is completed, the qualified professional paleontologist would prepare a report that summarizes the results of the construction monitoring. If a paleontological resource is discovered during construction of the project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist in accordance with Society of Vertebrate Paleontology standards and protection and/or data recovery measures appropriate to the find are identified by the paleontologist and implemented. The developer shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement.	Less than Significant with Mitigation
GEO Impact 10: The project would have the potential to result in cumulatively considerable impacts associated with geology and soils.	Implement Mitigation Measures GEO/mm-2.1 through GEO/mm-2.3, GEO/mm-3.1 through GEO/mm-3.3, GEO/mm-5.1, GEO/mm-6.1, and GEO/mm-9.1.	Less than Significant with Mitigation
Hazards and Hazardous Materials		
HAZ Impact 1: The project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials.	No mitigation is required.	Less than Significant
HAZ Impact 2: Construction of infrastructure associated with the project could result in the release of ADL, a hazardous material, into the environment. No other potentially significant impacts related to upset or accident conditions involving the release of hazardous materials would occur.	HAZ/mm-2.1: Prior to issuance of construction permits for infrastructure improvements, soil sampling shall be conducted for the presence of hazardous materials, including aerially deposited lead (ADL) and hydrocarbons in areas where excavation is required within 30 feet of Union Valley Parkway. Soil sampling shall be conducted by a licensed geologist or other qualified professional as approved by the City. ADL sampling shall focus on unpaved areas and formerly unpaved areas within the right-of-way and shall be conducted in accordance with current Caltrans guidance documents. Analytes to be targeted should include gasoline-, diesel-, and oil-range hydrocarbons; volatile organic compounds; and fuel oxygenates. If contaminated soil is present, the appropriate abatement actions shall be implemented in accordance with applicable Caltrans Standard Special Provisions and other applicable standards. HAZ/mm-2.2: To ensure contaminated soils excavated during infrastructure improvements are handled, stockpiled, and disposed of in accordance with federal, state, and local regulations, a Soil Management Plan and Health and Safety Plan shall be developed and implemented for the infrastructure improvements that are located beyond the 43.75-acre site. Special handling, treatment, or disposal of ADL in soils during construction activities shall be consistent with the DTSC and Caltrans	Less than Significant with Mitigation

Impacts	Mitigation Measures	Residual Impacts
	Soil Management Agreement for Aerially Deposited Lead-Contaminated soils (effective July 1, 2016).	
HAZ Impact 3: The project would not introduce hazardous materials within 0.25 mile of an existing or proposed school; impacts related to hazardous emissions and handling of hazardous materials near schools would be less than significant.	No mitigation is required.	Less than Significant
HAZ Impact 4: The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.	No mitigation is required.	No Impact
HAZ Impact 5: Future development may have the potential to be inconsistent with safety and/or compatibility policies of the Santa Maria Public Airport land use plan in effect at the time of building permit applications.	HAZ/mm-5.1: At the time of Planned Development Permit approval for new land uses onsite, all development permit applications shall demonstrate full compliance with the applicable safety standards and compatibility policies of the airport land use plan in effect at the time. Consistency with the airport land use plan shall be reviewed and verified by the City of Santa Maria Community Development Department prior to building permit issuance.	Less than Significant with Mitigation
HAZ Impact 6: The project would not impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan.	No mitigation is required.	Less than Significant
HAZ Impact 7: With implementation of identified mitigation, the project would not result in any cumulatively considerable impacts associated with hazards or hazardous materials.	Implement Mitigation Measure HAZ/mm-5.1.	Less than Significant with Mitigation
Hydrology and Water Quality		
HYD Impact 1: Construction of the project could violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	Implement Mitigation Measure GEO/mm-5.1. HYD/mm-1.1: Prior to the issuance of building permits, the developer shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) according to General Permit Order 2009-0009 or any subsequent order for approval by the City of Santa Maria Public Works Department and the Central Coast Regional Water Quality Control Board (RWQCB). The SWPPP shall include best management practices (BMPs) to reduce erosive and polluted runoff during all phases of project construction. BMPs shall be approved by the City and the Central Coast RWQCB along with the SWPPP. These measures shall be included on all construction plans. BMPs may include, but are not limited to, erosion and sediment controls and vehicle and equipment monitoring and maintenance, as identified below: a. Erosion and sediment controls, including silt fences, straw wattles, berms, sediment basins, runoff diversions, or other erosion control measures approved by the Central Coast RWQCB shall be installed properly to increase effectiveness and shall be maintained regularly. b. Vehicle and equipment maintenance and monitoring would require that all equipment and vehicles shall be checked and maintained daily to prevent spills of fuel, oil, and other hazardous materials. A designated staging	Less than Significant with Mitigation

Impacts	Mitigation Measures	Residual Impacts
	area shall be established for vehicle/equipment parking and storage of fuel, lubricants, and solvents. The staging area shall be located a minimum of 100-feet from roadside drainages or culverts. All fueling and maintenance activities shall take place in the designated staging area. Compliance with the SWPPP during project construction shall be monitored by the City's Public Works Department during all construction phases. HYD/mm-1.2: As specified in the SWPPP(s) and the City's stormwater regulations, prior to issuance of a building permit for ground disturbing activities, the developer shall prepare and submit site-specific erosion and sediment control plans for mass grading as well as for development of each development area within the site. The plans shall be designed to minimize erosion and water quality impacts, and shall be consistent with the requirements of the project's SWPPP(s). The plans shall include the following: a. Graded areas shall be revegetated with deep-rooted, native, non-invasive drought tolerant species to minimize slope failure and erosion potential. Geotextile fabrics shall be used as necessary to hold slope soils until vegetation is established; b. Temporary storage of construction equipment shall be limited to a minimum of 100 feet away from drainages on the project site; c. Erosion control structures shall be installed in compliance with BIO/mm-1.4; d. Demonstrate peak flows and runoff for each phase of construction; and e. Erosion and sediment control plans shall be submitted for review and approval by City staff and all requirements shall be included on construction plans. The developer shall ensure installation of erosion control structures prior to beginning of any construction or grading activities subject to review and approval by the City.	
HYD Impact 2: Operation of the project could violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	HYD/mm-2.1: The developer shall prepare a development maintenance manual for the stormwater quality system and low impact development BMPs. The maintenance manual shall include detailed procedures for maintenance and operations of all stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned, and maintained in accordance with the manufacturer's or designer's maintenance specifications. The manual shall require that devices be cleaned annually prior to the onset of the rainy season (i.e., October 15) and immediately after the end of the rainy season (i.e., May 15). The manual shall also require that all devices be checked after major storm events. HYD/mm-2.2: The property manager(s) or acceptable maintenance organization shall submit to the City Public Works Department a detailed report prepared by a licensed Civil Engineer addressing the condition of all private stormwater facilities, BMPs, and any necessary maintenance activities on a semi-annual basis (October 15 and May 15 of each year). The requirement for maintenance and report submittal shall be recorded against the property.	Less than Significant with Mitigation

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Summary

Impacts	Mitigation Measures	Residual Impacts
	HYD/mm-2.3: BMP devices shall be incorporated into the stormwater quality system depicted in the erosion and sediment control plan (HYD/mm-1.2). BMPs shall include, at a minimum, the BMPs and source control measures and maintenance requirements for permanent and operation source control BMPs for landscaping, waste disposal, outdoor equipment storage, and parking.	
HYD Impact 3: Implementation of the project would not substantially decrease groundwater supplies and impede sustainable groundwater management of the basin.	No mitigation is required.	Less than Significant
HYD Impact 4: The project could interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	No mitigation is required.	Less than Significant
HYD Impact 5: If the proper design measures and BMPs were not implemented, the project could alter the existing drainage pattern of the site or increase surface water runoff in a manner that could result in substantial erosion, siltation, and/or loss of topsoil.	Implement Mitigation Measures GEO/mm-5.1, HYD/mm-1.1, HYD/mm-1.2, and HYD/mm-2.1 through HYD/mm-2.3 .	Less than Significant with Mitigation
HYD Impact 6: The project site is not in a flood hazard zone, tsunami zone, or seiche zone and, therefore, there would be no risk of release of pollutants due to project inundation by these hazards.	No mitigation is required.	No Impact
HYD Impact 7: Implementation of the project would not conflict with or obstruct implantation of a water quality control plan or sustainable groundwater management plan.	Implement Mitigation Measures HYD/mm-1.1, HYD/mm-1.2, and HYD/mm-2.1 through HYD/mm-2.3 .	Less than Significant with Mitigation
HYD Impact 8: The project could result in cumulatively considerable impacts to biological resources.	Implement Mitigation Measures GEO/mm-5.1, HYD/mm-1.1, HYD/mm-1.2, and HYD/mm-2.1 through HYD/mm-2.3 .	Less than Significant with Mitigation
Land Use and Planning		
LUP Impact 1: The project would not include features that would physically divide an established community.	No mitigation is required.	Less than Significant
LUP Impact 2: The project would not 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.	No mitigation is required.	No Impact
LUP Impact 3: The project would not result in cumulatively considerable impacts associated with land use and planning.	No mitigation is required.	No Impact

Impacts	Mitigation Measures	Residual Impacts
Noise		
NOI Impact 1: The project could generate 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.	NOI/mm-1.1: The following measures shall be implemented to reduce construction-generated noise levels: a. Construction activity shall be limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 5:00 p.m. on Saturdays in accordance with the City's Noise Element. No noise-generating construction activities are allowed to occur on Sundays or state or federal holidays. Construction equipment maintenance shall be limited to the same hours. Non-noise-generating construction activities without mechanical equipment are not subject to these restrictions. b. Control noise at all construction sites through the provision of mufflers and the physical separation of machinery maintenance areas from adjacent residential and noise-sensitive land uses. c. Construction activities shall comply with the City of Santa Maria noise-control ordinance requirements, including obtaining a permit if deemed necessary. NOI/mm-1.2: The following mitigation measures shall be implemented to reduce long-term exposure to transportation and non-transportation noise: a. A noise wall or attenuating barrier shall be constructed along the western and northern portions of the proposed residential development, which is generally located south of Union Valley Parkway and east of Orcutt Road. The noise wall or barrier shall be constructed to minimum height of 6 to 8 feet above ground level as determined by a final acoustical assessment. Recommended barrier locations based on the conceptual site plan available in August 2022 are depicted in Figure 4.10-6. Noise barriers may consist of walls or a combination of walls and earthen berms. Barrier walls should be constructed of masonry block, or material of similar density and usage, with no visible air gaps at the base of the barrier or between construction materials. b. A noise wall shall be constructed along the northern boundary of the commercial land uses, which are generally located north of Union Valley Parkway and east of Orcutt Road of the project. The wall shall be constructed to a minimum height of 8 feet above ground level and shall be constructed of masonry block, or material of similar density and usage, with no visible air gaps at the base of the barrier or between construction materials. c. Loading docks shall be fitted with door seals and bumpers. The installation of dock seals would reduce loading dock noise levels by approximately 5 dBA, or more. When the loading dock is not in use, loading dock doors shall remain closed. d. Given the conceptual nature of the site plan considered in the EIR, there is the potential for the exact location of land uses to shift slightly as design plans are finalized. The operations of the final site plan shall be required to adhere to the following limitations to ensure exposure of residential and	Less than Significant with Mitigation

Impacts	Mitigation Measures	Residual Impacts																																																										
	park land uses to operational noise is reduced. The following uses shall be limited to daytime hours (7:00 a.m. to 10:00 p.m.), unless an acoustical assessment is completed to determine that these commercial-uses would not impact nearby noise-sensitive land uses (residential and park uses): 1. Commercial-use loading docks within 300 feet of residential uses 2. Drive-throughs within 90 feet of residential uses 3. Car wash operations located within 1,400 feet of nearby residential land uses If nighttime (7:00 a.m. to 10:00 p.m.) operations are necessary for the proposed land uses noted above, an acoustical assessment shall be prepared to evaluate potential noise impacts to nearby existing and proposed noise-sensitive land uses for operations proposed to occur during the nighttime hours (10:00 p.m. to 7:00 a.m.). All proposed operations during the nighttime hours (10:00 p.m. to 7:00 a.m.) shall not result in exceedances to the City's noise standards, as demonstrated by the acoustical assessment. Where the acoustical assessment determines that source noise levels would exceed the City's applicable noise standards, site-design features/noise-reduction measures shall be incorporated sufficient to reduce operational noise levels to below applicable noise standards. e. An acoustical assessment shall be prepared for exterior commercial-use air conditioning units 300 feet from a noise-sensitive land use. The acoustical assessment shall evaluate operational noise levels in comparison to the City's daytime and nighttime noise standards. Where the acoustical assessment determines that operational noise levels would exceed the City's applicable noise standards, site-design features and/or noise-reduction measures shall be incorporated sufficient to reduce operational noise levels to below the City's applicable noise standards. Such measures may include locating equipment on rooftop areas, incorporation of additional shielding, selection of low-noise generation equipment, and/or incorporation of rooftop parapets.																																																											
City of Santa Maria Maximum Acceptable Noise Levels by Land Use																																																												
	<table><tr><th rowspan="3">Zones</th><th colspan="8">Range of Intensities (dBA Leq)</th></tr><tr><th colspan="2">Ambient Base</th><th colspan="2">15 Minutes</th><th colspan="2">5 Minutes</th><th colspan="2">1 Minute</th></tr><tr><th>Day</th><th>Night</th><th>Day</th><th>Night</th><th>Day</th><th>Night</th><th>Day</th><th>Night</th></tr><tr><td>Residential</td><td>55</td><td>45</td><td>60</td><td>50</td><td>65</td><td>55</td><td>70</td><td>60</td></tr><tr><td>Commercial</td><td>65</td><td>60</td><td>70</td><td>65</td><td>75</td><td>70</td><td>80</td><td>75</td></tr><tr><td>Industrial</td><td>75</td><td>70</td><td>80</td><td>75</td><td>85</td><td>80</td><td>90</td><td>85</td></tr></table>								Zones	Range of Intensities (dBA Leq)								Ambient Base		15 Minutes		5 Minutes		1 Minute		Day	Night	Day	Night	Day	Night	Day	Night	Residential	55	45	60	50	65	55	70	60	Commercial	65	60	70	65	75	70	80	75	Industrial	75	70	80	75	85	80	90	85
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Source: City of Santa Maria (2022) dBA = A-weighted decibels; Leq = Equivalent sound level																																																												

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Summary

Impacts	Mitigation Measures	Residual Impacts
NOI Impact 2: The project would not generate excessive groundborne vibration or groundborne noise levels.	No mitigation is required.	Less than Significant
NOI Impact 3: The project would not expose people residing or working in the project area to excessive noise levels.	No mitigation is required.	Less than Significant
NOI Impact 4: The project would have the potential to result in cumulatively considerable impacts associated with noise.	Implement Mitigation Measures NOI/mm-1.1 and NOI/mm-1.2 .	Less than Significant with Mitigation
<i>Population and Housing</i>		
PH Impact 1: The project would not result in substantial unplanned population growth; impacts would be less than significant.	No mitigation is required.	Less than Significant
PH Impact 2: The project would not displace substantial numbers of persons or housing; no impact would occur.	No mitigation is required.	No Impact
PH Impact 3: Cumulative effects of the proposed project would occur because the project would not displace persons or housing nor would result in unplanned growth; cumulative impacts related to population growth would not occur.	No mitigation is required.	No Impact
<i>Public Services and Recreation</i>		
PS Impact 1: The project would not require the provision of new or physically altered fire protection facilities; therefore, there would be no environmental impacts associated with the provision of fire protection facilities to serve the project site and environmental impacts would be considered less than significant.	No mitigation is required.	No Impact
PS Impact 2: The project would not require the provision of new or physically altered police protection facilities.	No mitigation is required.	No Impact
PS Impact 3: Implementation of the project would result in an increased demand on existing OUSD and SMJUHS D facilities.	No mitigation is required.	Less than Significant
PS Impact 4: The project would not require the provision of new or physically altered public library facilities.	No mitigation is required.	No Impact
PS Impact 5: The project would not require the provision of new or physically altered park facilities beyond the 43.75-acre project site that could result in additional environmental impacts.	No mitigation is required.	No Impact
PS Impact 6: The project would not result in substantial physical deterioration of existing parks and recreation facilities; the impact would be less than significant.	No mitigation is required.	Less than Significant

Impacts	Mitigation Measures	Residual Impacts
PS Impact 7: The project would not include the development of recreational facilities that may have an adverse physical effect on the environment.	No mitigation is required.	Less than Significant
PS Impact 8: The project could result in cumulatively considerable environmental impacts related to the provision of public services and recreation.	No mitigation is required.	Less than Significant
Transportation		
TR Impact 1: The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	No mitigation is required.	Less than Significant
TR Impact 2: The project would not conflict or be inconsistent with State CEQA Guidelines Section 15064.3(b).	No mitigation is required.	Less than Significant
TR Impact 3: The project would not substantially increase hazards due to a geometric design feature or incompatible uses.	No mitigation is required.	Less than Significant
TR Impact 4: The project would not result in inadequate emergency access.	No mitigation is required.	Less than Significant
TR Impact 5: The project would not have potential to result in cumulatively considerable impacts associated with transportation; impacts would be less than significant..	No mitigation is required.	Less than Significant
Utilities and Service Systems		
USS Impact 1: The project would require the construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunications facilities.	Implement Mitigation Measures AQ/mm-1.1 and AQ/mm-1.2; BIO/mm-1.1 through BIO/mm-1.5, BIO/mm-2.1, BIO/mm-3.1, BIO/mm-4.1, BIO/mm-5.1, and BIO/mm-11.1; CR/mm-2.1; GEO/mm-5.1 and GEO/mm-9.1; HAZ/mm-2.1 and HAZ/mm-2.2; HYD/mm-1.1 and HYD/mm-1.2; and NOI/mm-1.1.	Less than Significant with Mitigation
USS Impact 2: Golden State Water would have sufficient water supply to serve the water demand generated by the proposed project and the existing service area during normal, single dry year, and multiple dry years conditions.	No mitigation is required.	Less than Significant
USS Impact 3: The LCSD would have adequate capacity to serve the increase in wastewater flows generated by the project.	No mitigation is required.	Less than Significant
USS Impact 4: The project could generate solid waste in excess of the capacity of local infrastructure or otherwise impair state or local solid waste reduction goals.	No mitigation is required.	Less than Significant

Impacts	Mitigation Measures	Residual Impacts
USS Impact 5: The project would comply with federal, state, and local solid waste reduction goals.	No mitigation is required.	Less than Significant
USS Impact 6: The project would not result in a cumulatively considerable impact to utilities and service systems.	No mitigation is required.	Less than Significant

6. AREAS OF CONTROVERSY

Section 15123(b)(2) of the State CEQA Guidelines requires identification of the areas of controversy known to the Lead Agency, including issues raised by agencies and the public. In compliance with State CEQA Guidelines Section 15082, as amended, a Notice of Preparation (NOP) was circulated on February 8, 2022, to various agencies, organizations, and interested persons throughout the region (Appendix A). The NOP provides a description of the proposed project and the scope of the environmental review. Agencies and the public were invited to review and comment on the NOP up through the close of the NOP review period, which was March 9, 2022. The City also hosted a scoping meeting on February 22, 2022. The scoping meeting was held so that jurisdictional agencies and interested persons or groups could provide comments regarding, but not limited to, the range of actions, alternatives, mitigation measures, and environmental effects to be analyzed in the EIR. Following the close of the 30-day comment period on the NOP, a review of comment letters was conducted to identify any key issues that may require additional technical studies or background research.

Areas of controversy raised by public agencies, public organizations, and individual members of the public primarily included concerns regarding neighborhood compatibility, including the density of the proposed project, which could further burden the limited number of transit stops, pedestrian facilities, and parking in the area; an increase in traffic congestion and associated traffic-related noise and vehicle emissions; and development near Santa Maria Airport and associated safety hazards. To the extent these issues and concerns are within the scope of CEQA, they are addressed in the evaluation and identification of potential mitigation measures for each environmental issue area included in Chapter 4, Environmental Impact Analysis.

7. PROJECT ALTERNATIVES

Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR summary identify the choice among project alternatives. Alternatives to the proposed project are discussed in detail in Chapter 5, Alternatives Analysis, of this EIR in accordance with Section 15126.6 of the State CEQA Guidelines. Alternatives required to be considered under CEQA are those that would avoid or substantially lessen one or more of the significant environmental effects identified during evaluation of the proposed project. CEQA Guidelines Section 15126.6(a) states that an EIR shall describe a range of reasonable alternatives. As evaluated in Chapter 4 of this EIR, the significant impacts of the proposed project would affect air quality and greenhouse gas; biological resources; cultural and tribal resources; energy; geology and soils; hazards and hazardous materials; hydrology and water quality; and noise and vibration. Chapter 5 of this EIR identifies, describes, and evaluates the following four alternatives.

- **No Project/No Build Alternative.** Section 15126.6(e) of the State CEQA Guidelines requires analysis of the No Project Alternative. In the No Project/No Build Alternative, implementation of the project would not occur. This alternative assumes no new development or changes would be introduced to the project site to provide a clear comparison of the project to existing (undeveloped) conditions. Additionally, the project site would not be annexed into the City of Santa Maria and would stay within the jurisdiction of the County of Santa Barbara. Current water supply constraints at the project site would remain unchanged.
- **Alternative 1: Existing Santa Maria General Plan Land Use Designation.** The project site is located within the City's Sphere of Influence and therefore has associated planned land use designations as presented in the City's General Plan Land Use Element. Alternative 1 would include annexation of the project site into Santa Maria city limits and would allow the project site to be developed in accordance with the City's existing planned land use designation for the site, which is Commercial and Professional Office. A complementary zoning designation of

commercial office and professional office would also apply to this alternative. Alternative 1 would allow for the construction of up to 658,200 square feet of commercial and professional office uses.

- **Alternative 2: Tree Preservation and Reduced Housing Density.** Alternative 2, Tree Preservation and Reduced Housing Density Alternative, would include annexation of the project site into the Santa Maria city limits. Allowable development under this alternative would include a mix of commercial uses similar to those proposed by the project, combined with lower-density residential land uses (i.e., a reduced number of dwelling units when compared to the project). The land use and zoning designations would be the same as the project, however the housing proposed under this alternative would be closer to, but still higher than, the density and extent of the existing housing located in the neighborhoods surrounding the project site. Another feature of this alternative would be the preservation and enhancement of several natural features of the site. There are many mature trees and other natural features on the project site that are aesthetically desirable and provide important shade relief and biological resource benefit. Alternative 2 would allow for 134,096 square feet of commercial uses and accommodate 312 housing units. When compared to the project, this alternative would allow for an additional 9,346 square feet of commercial uses and 183 fewer housing units.
- **Alternative 3: Mixed Use with Additional Commercial Uses.** Alternative 3, Mixed Use with Additional Commercial Uses Alternative, as with all the development alternatives and the project, would include annexation of the project site into the Santa Maria city limits. Development under this alternative would be similar to the project in the allowable land use designations; however, the balance and location of proposed uses would be different (i.e., proposed commercial uses would be developed to a greater extent as compared to proposed residential uses—63% commercial land use and 37% residential land use). This alternative design would include more commercial and retail land uses both to the north and south of Union Valley Parkway, as well as along Orcutt Road south of Union Valley Parkway. Commercial and professional office uses would account for approximately one-third of the area south of Union Valley Parkway and the remainder would consist of residential uses situated in the southeastern portion of the project site only.

As it would substantially lessen impacts to each of these issue topics to a less-than-significant level, the No Project/No Build Alternative would be the environmentally superior alternative. CEQA Guidelines Section 15126.6(e)(2) requires that if the environmentally superior alternative is the “no project” alternative, the EIR shall identify an environmentally superior alternative from among the other alternatives.

As detailed in Chapter 5, all three project alternatives that incorporate development would have very similar impacts in most of the environmental issues areas as the project, with two exceptions. Alternative 1 (Existing Santa Maria General Plan Land Use Designation) would result in increased environmental impacts related to land use and planning as it does not include a housing component and would not contribute to addressing the current RHNA. Alternative 2 (Tree Preservation and Reduced Housing Density) would result in decreased impacts related to biological resources due to the alternative’s focus on tree preservation. Alternative 3 (Mixed Use with Additional Commercial Uses) would have similar impacts when compared to the project in all resource issue areas. Alternative 1 only partially meets the project objectives, while Alternatives 2 and 3 meet the basic project objectives.

Therefore, Alternative 2 would be considered the Environmentally Superior Alternative. Alternative 2 would reduce the project’s significant impacts while successfully meeting the basic project objectives. While Alternative 2 is similar to the proposed project in that it would provide a mixture of residential and commercial uses, it is not known whether the Applicant would be interested in developing this alternative

as the financial implications to the Applicant related to the reduction in residential units are not known. As well, it is important to note that this alternative would provide less housing so it would contribute less to the City's RHNA goals when compared to the proposed project.

Although Alternative 2 is identified in this EIR as the environmentally superior alternative, the City has the discretion to approve (or disapprove) whatever alternative or combination of alternatives it deems most appropriate, provided that the environmental impacts of the project can be mitigated. As previously noted, potentially significant environmental impacts of the project as proposed can be mitigated with the incorporation of mitigation measures identified in this EIR.

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CHAPTER 1. INTRODUCTION

Richards Ranch, LLC (Applicant) is requesting to annex approximately 44 acres of land within Santa Barbara County (County) to the City of Santa Maria (City). The proposed project includes a request for a pre-zoning of the site to General Commercial (C-2) and High Density Residential (R-3) and Planned Development (PD) Overlay District. The project also includes a General Plan amendment to apply a City land use designation of High Density Residential (HDR-22) and Community Commercial (CC) to the project site. The full project description is provided in Chapter 2, Project Description.

The City, as the Lead Agency, completed a preliminary review of the project, as described in Section 15060 of the California Environmental Quality Act (CEQA) Guidelines, and determined that a comprehensive Environmental Impact Report (EIR) is required for the project. Therefore, all of the topics identified in Appendix G of the State CEQA Guidelines (the initial study checklist) are addressed in this EIR pursuant to CEQA. The City prepared this EIR with assistance from their environmental planning consultant, SWCA Environmental Consultants (SWCA).

1.1 PURPOSE OF THE EIR

Several of the actions being proposed by the Applicant are discretionary actions requiring approval by City Council; therefore, the project is subject to the requirements of CEQA (Public Resources Code [PRC] Section 21000 et. seq.) and the State CEQA Guidelines (California Code of Regulations [CCR] Section 15000 et seq.). State CEQA Guidelines Section 15151 provides the following standards for EIR adequacy:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

The Richards Ranch Annexation EIR provides an analysis of the project's significant impacts on the environment, identifies necessary mitigation and/or avoidance measures, and identifies alternatives to the proposed project that avoid or reduce these impacts. This EIR is intended to serve as an informational document for the City of Santa Maria (City), other responsible agencies, and the public in their consideration and evaluation of the environmental consequences associated with implementation of the proposed project. Under the CEQA process, an EIR must serve as a full disclosure document that enables the lead and responsible agencies to fully evaluate potential environmental impacts and the consequences of their decision on a proposed project. This EIR has been written to comply with the requirements of CEQA for the analysis of the proposed project, as well as the development and evaluation of alternatives to the proposed project. The City Planning Commission and City Council will consider the information in the EIR, including the public comments and staff responses to those comments, during the public hearing process. The final decision will be made by City Council, which may approve, conditionally approve, or deny the project.

An EIR also discloses growth-inducing impacts, impacts found not to be significant, and significant cumulative impacts of past, present, and reasonably foreseeable future projects. CEQA requires an EIR to reflect the independent judgment of the Lead Agency with respect to impacts, disclose the level of significance of the impacts both with and without mitigation, and describe mitigation measures proposed

to reduce the impacts. An EIR is circulated to responsible agencies, trustee agencies with resources affected by the project, and interested agencies and individuals. The review process gives both agencies and individuals an opportunity to share knowledge and expertise, discuss agency analyses, check for accuracy, detect omissions, discover public concerns, and solicit mitigation measures and alternatives capable of avoiding or reducing the significant effects of the project while still attaining most of the basic objectives of the project. Comments are most helpful when they suggest better ways to avoid or mitigate significant environmental impacts (e.g., through additional alternatives or mitigation measures).

1.2 SCOPING AND NOTICE OF PREPARATION PROCESS

In compliance with State CEQA Guidelines Section 15082, as amended, a Notice of Preparation (NOP) was circulated on February 8, 2022 (Appendix A), to various agencies, organizations, and interested persons throughout the region. The proposed project was described, the scope of the environmental review was identified, and agencies and the public were invited to review and comment on the NOP. The close of the NOP review period was March 9, 2022. Following the close of the 30-day comment period on the NOP, a review of comment letters was conducted to identify any key issues that may require additional technical studies or background research.

The City hosted a scoping meeting on February 22, 2022. The scoping meeting was held so that jurisdictional agencies and interested persons or groups could provide comments regarding, but not limited to, the range of actions, alternatives, mitigation measures, and environmental effects to be analyzed in the EIR.

1.3 EIR CONTENTS

The scope of this EIR includes issues identified by the Lead Agency during the preparation of the NOP for the project, as well as environmental issues raised by agencies and the public in response to the NOP and at the scoping meeting. The EIR is divided into the following major chapters:

Summary. Provides a brief summary of the project background, description, impacts and mitigation measures, and alternatives.

Introduction. Provides the purpose of an EIR, as well as scope, content, and the use of the document.

Project Description. Provides the general background of the project, objectives, a detailed description of the project characteristics, and a listing of necessary permits and government approvals.

Environmental Setting. Describes the physical setting and surrounding land uses.

Environmental Impacts Analysis. Discusses the environmental setting as it relates to the various issue areas, regulatory settings, thresholds of significance, impact assessment methodology, project-specific impacts and mitigation measures, and cumulative impacts. The EIR analyzes the potentially significant impacts to the following resource areas, as identified during the preparation of the NOP:

- Aesthetics
- Air Quality and Greenhouse Gas Emissions
- Biological Resources
- Hydrology and Water Quality
- Land Use and Planning
- Noise

- Cultural and Tribal Cultural Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Population and Housing
- Public Services and Recreation
- Transportation
- Utilities and Service Systems

Alternatives Analysis. Summarizes the environmental advantages and disadvantages associated with the project and alternatives. As required, the “No Project Alternative” is included among the alternatives considered. An “Environmentally Superior Alternative” is identified.

Other CEQA Considerations. Identifies growth-inducing impacts, a discussion of irreversible environmental changes, and a summary of effects founds not to be significant and, thus, not discussed in detail in this EIR.

Mitigation Monitoring and Reporting Program. Contains a matrix of all mitigation measures contained in the EIR, the requirements of the mitigation measures, the Applicant’s responsibility and timing for implementation of these measures, the party responsible for verification, the method of verification, and verification timing.

1.4 AGENCY USE OF THE DOCUMENT

Lead Agency reviewers and decision makers (i.e., the City Planning Commission and City Council) will use the EIR as an informational document to assist in the decision-making process, ultimately resulting in approval, denial, or conditions of approval to the project. The following jurisdictions may also use this EIR in reviewing and issuing their respective permits and authorizations (as applicable):

- Santa Barbara County Local Agency Formation Commission
- Santa Barbara County Association of Governments
- County of Santa Barbara
- Santa Barbara County Air Pollution Control District
- Golden State Water Company
- Laguna County Sanitation District
- California Department of Fish and Wildlife

1.5 PROJECT REPRESENTATIVES

Lead Agency:

City of Santa Maria
Community Development Department
110 South Pine Street, Suite 101
Santa Maria, CA 93458
Dana Eady, Planning Division Manager
Phone: (805) 925-0951 Ext. 2444
Email: deady@cityofsantamaria.org

Project Applicant: Richards Ranch, LLC
Michael Stoltey

Environmental Consultant: SWCA Environmental Consultants
3426 Empresa Drive, Suite 100
San Luis Obispo, CA 93401
Bobbette Biddulph, Project Manager

1.6 REVIEW OF THE DRAFT EIR

This Draft EIR was distributed to responsible and trustee agencies, other affected agencies, surrounding cities, interested parties, and all parties requesting a copy of the Draft EIR in accordance with PRC Section 21092(b)(3). The Notice of Completion and Notice of Availability of the Draft EIR are distributed and posted as required by CEQA. The public review period is 45 days. During this 45-day period, the EIR and all technical appendices will be available for review on the City's website: <https://www.cityofsantamaria.org/city-government/departments/community-development/planning-division/planning-policies-and-regulations/environmental-impact-reports>.

The documents are also available for review at:

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

On behalf of the Lead Agency, comments on the Draft EIR should be addressed to:

City of Santa Maria
Community Development Department
Attn: Dana Eady, Planning Division Manager
110 South Pine Street, Suite 101
Santa Maria, CA 93458

Email: deady@cityofsantamaria.org

Written responses to all significant environmental issues raised will be prepared and included as part of the Final EIR and the administrative record for consideration by decision-makers for the project.

CHAPTER 2. PROJECT DESCRIPTION

The Richards Ranch Annexation Project (project) includes the proposed annexation, pre-zoning, and conceptual development of approximately 44 acres of property currently located in unincorporated Santa Barbara County, California, by the City of Santa Maria (City). Richards Ranch, LLC (Applicant), has prepared a conceptual development plan that anticipates potential future development and use of the site to facilitate this EIR analysis. The conceptual development plan includes a mix of commercial and high-density residential uses.

This chapter describes the characteristics of the proposed project, including its location and surrounding land uses, project background, project objectives, planned land use and conceptual development components, and a potential development schedule. It also details the discretionary approvals that would be required for the project.

2.1 PROJECT LOCATION

The project site is located adjacent to the northwestern boundary of Santa Barbara County, California, in the community of Orcutt, approximately 10.5 miles east of the Pacific Ocean and 4 miles south of downtown city of Santa Maria (Figure 2-1). The project site is adjacent to the southeastern Santa Maria city limits and lies within the City's Sphere of Influence (SOI)¹ (see Figure 2-1).

The project site includes four parcels—Assessor's Parcel Numbers (APNs) 107-250-19, 107-250-20, 107-250-21, and 107-250-22—which total 43.75 acres and are situated to the northeast and southeast of the intersection of State Route (SR) 135 and Union Valley Parkway (UVP). APNs 107-250-019 and -020 are bounded on the west by SR 135 right-of-way, on the east by Orcutt Road, and on the north and south, respectively, by UVP. APNs 107-250-021 and -022 are bounded on the west by Orcutt Road, and on the south and north, respectively, by UVP (Figure 2-2).

2.2 PROJECT SITE CHARACTERISTICS AND SURROUNDING LAND USES

The project site consists of undeveloped land that is predominantly flat, with some gentle sloping downward from east to west. Vegetation on the site can be characterized as mostly non-native annual grassland habitat, with two patches of disturbed coastal scrub, and stands of non-native eucalyptus and ornamental trees.

The current land use designations for the project site in the County of Santa Barbara's (County's) General Plan is General Commercial/Office and Professional/Planned Development-3.3, which is intended for mixed-use development with a maximum of 3.3 dwelling units per acre. In addition, the County's Orcutt Community Plan (1997) identifies the project site as "Key Site 26 (Richards)", designated for commercial, office and professional, and residential. Under the Santa Barbara County Land Use and Development Code, the site is zoned Commercial (C-2) which is applied to provide retail business and commercial land uses for the residents of the surrounding community; this zoning designation does not allow for residential uses.

¹ A sphere of influence is a planning boundary outside of an agency's legal boundary (such as the city limit line) that designates the agency's probable future boundary and service area. Factors considered in a sphere of influence review focus on the current and future land use, the current and future need and capacity for service, and any relevant communities of interest (California Association of Local Agency Formation Commissions 2022).

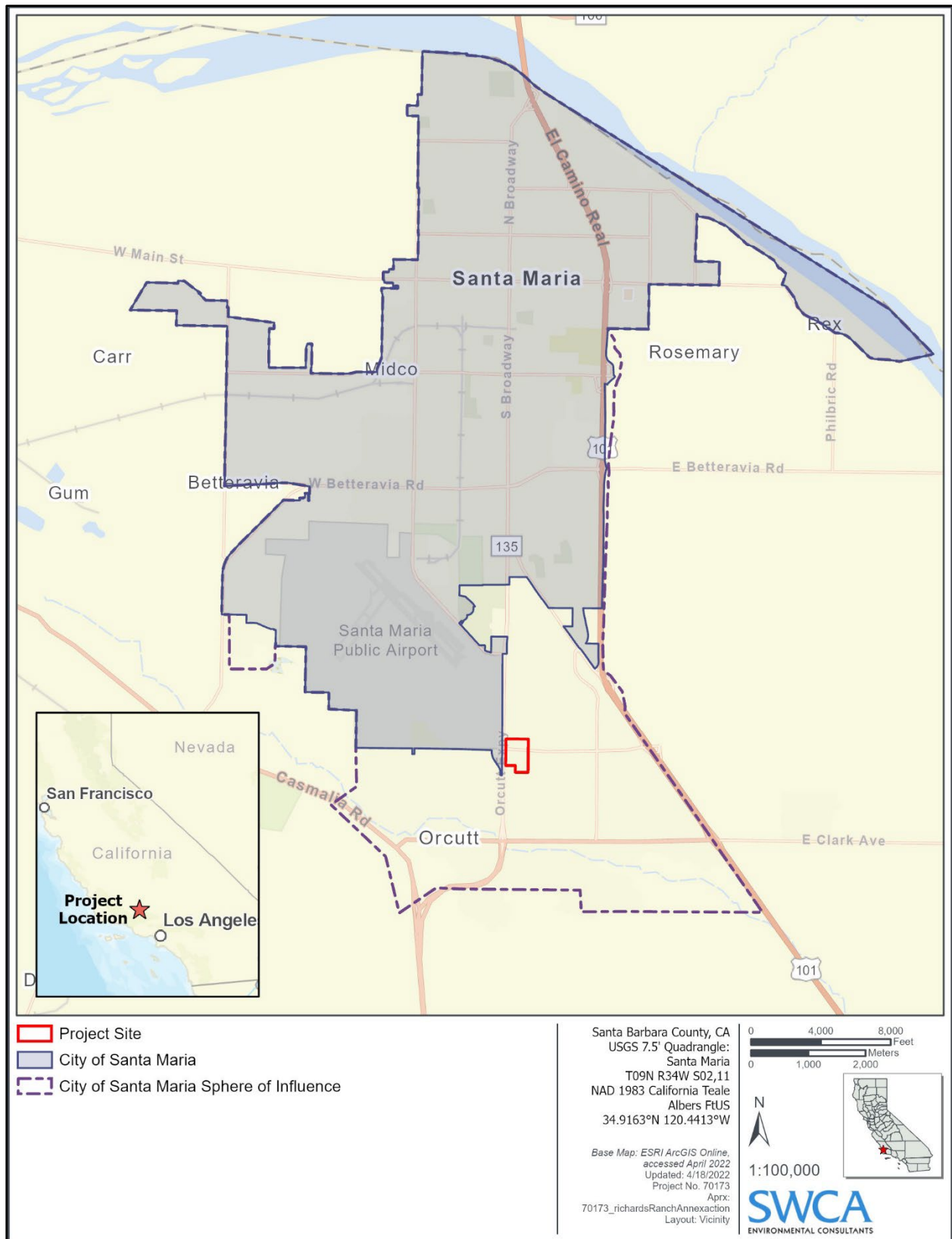


Figure 2-1. Project vicinity map.



Figure 2-2. Project location.

Because the project site is located within the City’s planning area and SOI, it is also identified for planned development by the City (City of Santa Maria 2020). The City provides a land use designation of Commercial/Professional Office for the site, which allows for office development for medical, legal, travel agencies, insurance, and real estate services, as well as a complementary commercial uses.

UVP and Orcutt Road intersect the project site, forming a four-way signalized intersection in the northwestern portion of the project site approximately 400 feet east of the UVP /SR 135 intersection. UVP and Orcutt Road include Class II bike lanes on each side, and sidewalks along some (but not all) segments of the roadways through the project site. The signalized intersection includes crosswalks across all four intersection approaches. Table 2-1 summarizes the existing site characteristics.

Table 2-1. Existing Site Characteristics

Characteristic	Description
Site size	43.75 acres
Assessor’s Parcel Numbers	107-250-019, -020, -021, and -022
On-site development	Undeveloped
Vegetation	Non-native annual grassland habitat, disturbed coastal scrub, stands of non-native eucalyptus and ornamental trees, several scattered oak trees
Orcutt Community Plan Land Use Designation, Santa Barbara County	General Commercial, Office Professional, Planned Residential Development 3.3 (allows 3.3 dwelling units per acre)
Zoning, Santa Barbara County	C-2, General Commercial
City of Santa Maria Land Use Designation (General Plan planning area)	Commercial/Professional Office
Access	SR 135, UVP, Orcutt Road

The project site is bordered on the west by SR 135 with residential development, the recently approved Santa Maria Airport Business Park project, the Santa Maria Airport, and active agricultural lands generally occurring farther west of SR 135. Surrounding land uses to the north generally include residential uses with limited commercial uses along Orcutt Road. Airport facilities and runways for the Santa Maria Airport are located to the northwest along with active agriculture lands, some of which have been recently approved for commercial development as part of the Santa Maria Airport Business Park project. Residential uses, commercial services, offices, and school uses within the unincorporated community of Orcutt are located to the south of the project site. A church property is adjacent to the southwest corner of the site. A mix of undeveloped lands is located to the east and residential uses (single-family dwellings and apartments) border the southeastern portion of the project site.

The project site is located approximately 5,045 feet (0.96 mile) from the end of the runway of the Santa Maria Public Airport, with the northwest corner of the site within the 1-mile airport runway buffer. As identified in the adopted 1993 Santa Barbara County Airport Land Use Plan (1993 ALUP), the project site is located within the Airport Approach Area (Safety Zone 2) (see Figure 4.7-1 in Section 4.7). The airport-owned lands located at the northwest corner of the UVP/SR 135 intersection.

Since the adoption of the 1993 ALUP, a Draft Santa Maria Airport Land Use Compatibility Plan (Draft 2022 ALUCP) has been prepared and is anticipated to be adopted in the future. The Draft 2022 ALUCP identifies the project site as being located within the Airport Influence Area (AIA). The AIA is “the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses” (Business and Professions Code Section 11010(b)(13)(b)). As identified in the Draft 2022 ALUCP, the project site lies within AIA Review Area 1 and Safety Zones 2 (northeastern portion of the project site), 4 (northeastern and

southeastern portions of the project site), and 6 (the majority of the project site excluding Zones 2 and 4). Figure 4.7-2 in Section 4.7 shows the location of these zones and their applicability to the project site. These designations represent areas where noise and/or safety concerns may require limitations on the type of allowable land uses.

2.3 PROJECT BACKGROUND

The County's Orcutt Community Plan was adopted in 1997 and identifies the project site as "Key Site 26 (Richards)." The Key Site is designated for residential and commercial development. Specific policy and development standards are included in the Orcutt Community Plan for the Key Site.

The Richards home site was historically located in the southwest corner of the property. In the 2000s, the property was sold, and the home site abandoned. Ultimately, the home and all the accessory buildings on the site were demolished.

In 2010, the City and the County completed the extension of UVP along with the revised alignment of Orcutt Road (the frontage road along SR 135) through the project site. This regional road project included the installation of the signal at UVP and Orcutt Road. This new road project divided the Richards property into the four separate lots as they exist today.

No development proposals have been processed on this site over the last 25 years. On August 17, 2021, the Applicant applied for pre-zoning and annexation into the City of Santa Maria to facilitate future development of the Richards Ranch property.

2.4 PROJECT OBJECTIVES

The State California Environmental Quality Act (CEQA) Guidelines Section 15124 requires that a project description be accompanied by a statement of objectives sought by the project Applicant. The guidelines state that the "objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project."

The City and the Applicant have identified the following objectives for the project:

- To facilitate development of the site, provide for annexation of the Richards Ranch property to the City of Santa Maria to allow for the use of City supplemental water supplies consistent with the Santa Maria Groundwater Basin adjudication.
- Develop an economically feasible plan that is compatible with the surrounding community and designed to serve the housing and commercial needs of the city and region.
- Develop this infill property while respecting the surrounding existing neighborhoods. The project will include setback and landscaping buffers.
- Provide high-density housing to meet the needs of the city and help address the current Regional Housing Needs Allocation. The various types of housing units will be available for rent while others will be for-sale units.
- Provide commercial uses that will serve the daily needs of the new residents and the surrounding community including those traveling on UVP.
- Establish sufficient land to accommodate the needs for onsite stormwater retention in an aesthetically pleasing manner that can be planned for recreational uses.

- Include architectural and landscaping amenities along UVP and SR 135 to address the visual resources along these travelways.
- Create uses that are consistent with the noise, height, and safety guidelines of the adopted 1993 ALUP and the Draft 2022 ALUCP.
- Assure the orderly development of the City of Santa Maria General Plan planning area by providing the effective and efficient development of public facilities, infrastructure, and services appropriate for the planning area.
- Provide the City with increased sales tax and property tax.
- Conform to Santa Barbara County Local Agency Formation Commission (SBLAFCO) requirements to allow for approval of the annexation of the site to the city limits.

2.5 PROJECT COMPONENTS

Most of the project site is made up of the four parcels proposed for annexation so that commercial and residential development could occur under the City's jurisdiction (totaling 43.75 acres). In addition to the parcels that would be annexed to the city limits, future development of the project site per the conceptual development plan would require infrastructure improvements that would be necessary outside of the boundaries of the 43.75-acre project site. These required improvements are discussed in Sections 2.5.3 and 2.5.4, below, and are shown in graphic format in Appendix B. This EIR considers the potential environmental impacts of development of both the residential and commercial uses on the 43.75-acre development site, as well as those that could occur resulting from the roadway and infrastructure improvements that would be necessary within the roadway rights-of-way directly adjacent to the 43.75-acre project site.

2.5.1 Annexation and Pre-Zoning

The project would include the pre-zoning of four parcels located in unincorporated Santa Barbara County by the City of Santa Maria and annexation of the property into the Santa Maria city limits.

The project site is currently located outside the Santa Maria city limits but within the existing SOI, as defined in the City's General Plan Land Use Element. An SOI is a planning boundary that is outside of an agency's legal boundary (i.e., the city limit line) that defines the agency's probable future boundary and service area. For lands to be considered for annexation into a city, the land must be within the city's designated SOI. Annexation of the project site into the City is a formal municipal reorganization action that would require approval by the SBLAFCO. Under state law, Local Agency Formation Commissions are responsible for coordinating and overseeing logical and timely changes to local government agency boundaries. The SBLAFCO is authorized to approve, with or without amendments, or to disapprove proposals for annexation. Under the State CEQA Guidelines, the City will act as the CEQA Lead Agency and must make an environmental determination prior to any authorization for annexation application to SBLAFCO. SBLAFCO is a responsible agency under CEQA.

If approved, the proposed annexation would formally transfer all local governmental powers and municipal services pertaining to the project site from the County to the City, including transferring the jurisdiction of the site from the Santa Barbara County Fire Department (SBCFD) to the Santa Maria Fire Department (SMFD). Upon annexation, the City would be responsible for providing land use and public works services, police and fire protection, library and general government services. The City would also be the Lead Agency for the provision of water through an agreement with Golden State Water Company (Golden State Water), which has water lines existing in the project site. Wastewater would also be the City's responsibility, with a joint-users agreement with Laguna County Sanitation District (LCSD).

For this annexation to occur, first, the City would approve an annexation resolution for the project, which would subsequently be submitted to SBLAFCO for approval as a responsible agency. The EIR prepared for this project is intended to meet SBLAFCO's CEQA requirements for the proposed annexation.

Pre-zoning is a required component of the annexation process. California Government Code Section 65859 allows the City to adopt (i.e., pre-zone) a zoning designation for land outside its city limits in anticipation of annexation and development. Under the code provisions, the zoning designation adopted by the City would not become effective unless and until the land is annexed to the City. The project would include the pre-zoning designations of General Commercial (C-2) and High Density Residential (R-3). The sites would also be located within the Planned Development (PD) Overlay District, which is designed and intended to provide for the orderly development of land in conformance with the City's General Plan by permitting a flexible design approach to the development of a community that would be equal to or better than that resulting from traditional lot-by-lot development.

The proposed pre-zoning designations would accommodate a range of potential land uses, as listed below.

- **General Commercial (C-2):** This designation is intended to provide for general commercial and retail outside the central core, particularly along lineal development corridors. Permitted uses include retail uses and service establishments, such as clothing stores, department stores, home improvement centers, furniture sales, secondhand sales, banks and financial institutions, commercial and professional offices, restaurants, physical fitness centers/health clubs, auto repair shops, blueprint shops, dental laboratories, medical clinics, hotels and motels, light equipment rentals, and beauty shops.
- **High Density Residential (R-3):** This designation is intended to provide for an urban residential environment, preferably close to shopping facilities and existing activity centers, as well as provide an incentive for reinvestment in older established areas. Permitted uses include single-family dwellings, duplexes, triplexes, and larger multi-family complexes, small family day care homes, with overall density not to exceed 22 dwelling units per acre. Senior citizen housing may also be permitted to a maximum density of 30 dwelling units per acre.
- **Planned Development (PD) Overlay District:** This overlay district designation is intended to accommodate various types of development such as neighborhood and district shopping centers, professional and administrative office complexes, multiple housing developments, single-family residential developments, commercial service centers, and light industrial parks or any other use or combination of uses which can be made appropriately a part of a total planned development, in accordance with the City General Plan and any applicable specific plan.

Table 2-2 summarizes the parcels proposed to be annexed, acreages, and the proposed pre-zone designation.

Table 2-2. Project Parcels and Proposed Pre-Zone Designations

APN	Acreage	Pre-Zone Designation
107-250-019	2.33	General Commercial (PD/C-2)
107-250-020	1.86	General Commercial (PD/C-2)
107-250-021	12.16	General Commercial (PD/C-2)
107-250-022	27.40	High Density Residential (PD/R-3)
Total	43.75	

Note: Acreage totals for APN obtained from the property Title Report prepared for the project (Stewart Title Guaranty Company Commercial Services [San Diego] 2021).

Figure 2-3. General Location of the Project within the Richards Ranch Annexation Area.

2.5.4 Circulation and Transportation

The project would be accessed from Orcutt Road and UVP. Accessways would be designed to address line-of-sight and traffic flow. The frontage of Orcutt Road along the commercial sites would require widening to meet the design width and provide sidewalks and bike lanes. UVP is almost fully improved except the northside of right-of-way which would need to be widened to the full design width.

Appendix B provides schematic drawings of the planned circulation and transportation improvements included in the project description. A traffic study informed the consideration of circulation and transportation improvements to be included in the project. The *Updated Traffic and Circulation Study* prepared for the project (Associated Transportation Engineers 2022) is provided as Appendix C). As a result of the analysis contained in the Traffic and Circulation Study, the Applicant and the City have determined that the traffic and circulation improvements described in Table 2-4 and recommended by the Traffic and Circulation Study are to be included in the Richards Ranch project description.

Table 2-4. Roadway and Transportation Improvements Included in the Richards Ranch Project

Location	Improvement Description
Orcutt Road	Frontage improvements would be implemented on the east and west side of Orcutt Road including curb, gutter, and sidewalk. North of UVP, the driveways along Orcutt Road would be aligned with one another. The road would be widened to provide northbound and southbound left-turn lanes at the new driveway intersection. South of UVP, access to the parcel to the south of UVP and west of Orcutt Road would occur through two driveways. The northernmost driveway would be designed with a median island treatment to limit movements to right-turn in/right-turn out. To accommodate the southern driveway, Orcutt Road would be widened to provide a northbound left-turn lane. For the driveway located at the southern boundary of the project site, Orcutt Road would be widened north and south of the driveway to provide a southbound left-turn lane at the new roadway connection; the new roadway approach would be controlled by stop signs. All driveways on Orcutt Road would be controlled by stop signs. Pedestrian connections would be provided between the sidewalks on Orcutt Road and the proposed retail uses/buildings as well as the between the sidewalks on Orcutt Road and the proposed apartment buildings.
Union Valley Parkway	Frontage improvements would be implemented on the north side of UVP, including curb, gutter, and sidewalk, consistent with the improvements that have been implemented on the south side of UVP. Implementation of the proposed frontage improvements on the north side of UVP would include a transition to the two-lane section of UVP west of the site and the UVP and Hummel Drive intersection. This would allow for transition of UVP back to a two-lane section on the east side of the UVP /Hummel Drive intersection. Access to the parcel north of UVP would be via two driveways on the north side of UVP. The westerly driveway for the parcel north of UVP would be restricted to right-turns in/right-turns out with the easterly extension of the existing median on UVP. A westbound right-turn lane would be provided at the driveway. Improvements to the median of UVP would be made as shown in Figure 17 of the Transportation and Circulation Study (see Appendices B and C). These median improvements increase the eastbound left-turn lane storage to 185 feet at the UVP /Orcutt Road intersection and the overall storage provided for the westbound dual left-turn lanes to 445 feet at the UVP/SR 135 intersection. The easterly driveway for the parcel north of UVP would be aligned with the driveway proposed for the parcel on the south side of UVP. A westbound right-turn lane would be provided at the easterly driveway. Eastbound and westbound left-turn lanes would be provided on UVP at the new easterly driveways. The easterly driveway would be configured with a through-left-turn lane and a right-turn lane. The driveway approaches at the intersection would be controlled by stop signs. The parcel south of UVP and east of Orcutt Road would be accessed by a driveway aligned with the easterly driveway for the parcel north of UVP. Eastbound and westbound left-turn lanes would be provided on UVP at the new easterly driveways. The driveway would be configured with a through-left-turn lane and a right-turn lane. The driveway approaches at the intersection would be controlled by stop signs. Pedestrian connections would be provided between the sidewalks on UVP and the proposed retail uses/buildings as well as between the sidewalks on UVP and the proposed residential buildings.

Public transit stops would be included along Orcutt Road, which is the current north/south route for Santa Maria Regional Transit (SMRT), a transit service provided by the City of Santa Maria.

2.5.5 Infrastructure and Utilities

Future development of the project site per the conceptual development plan would require a full range of onsite infrastructure improvements as well as several improvements that would be necessary outside of the boundaries of the 43.75-acre project site. Off-site project areas include locations where necessary water and wastewater-related improvements would be necessary to serve the future buildout of the project. Based on correspondence with the infrastructure providers that are expected to serve the project, an initial identification of water and wastewater requirements are listed in Table 2-5. Appendix B provides schematic drawings of the planned infrastructure and utilities improvements included in the project description.

Table 2-5. Infrastructure and Utilities

Type of Improvement	Location/Improvement Description
Water	Proposed onsite water delivery infrastructure would include an internally looped system of 8-inch public water main line, which would provide potable water and fire suppression water supplies within the project site. Off-site improvements would include Golden State Water Company water system improvements, including main/system upgrades under Orcutt Road and UVP.
Wastewater	The anticipated sewer connection for the project is LCSD sewer manhole ID MH1010, located near the northwest corner of the project site in Orcutt Road (adjacent to the driveway of the property located at 4174 Orcutt Road). LCSD wastewater system improvements would include upsizing the existing downstream sewer pipe from a 6-inch-diameter pipe to an 8-inch-diameter pipe from MH1010 to Foster Road (approximately 675 feet of pipeline).

The exact size and extent of the infrastructure upgrades listed in Table 2-5 are not known at this time (e.g., the size of the water mains to be installed). However, for purposes of this environmental analysis, it is assumed that all the infrastructure required beyond the 43.75-acre project site would be within existing roadway right-of-way. Based on conversations with the utility providers, it is not anticipated that any additional offsite infrastructure improvements would be required.

2.5.5.1 Potable Water

Delivery of potable water to the project would be provided by Golden State Water. Within the 43.75-acre project site, the water delivery system would include an internally looped system of 8-inch public water main line, which would provide potable water and fire suppression water supplies to the project site. These water lines would be routed below the proposed public roads identified within the project site. The private main line system for the commercial areas would be protected at each connection point to the public system with a double detector check assembly. Individual service connections would connect to the 8-inch domestic main lines. Water lines are proposed to be routed within private driveways, streets, or easements and would include fire hydrants located adjacent to roadways and spaced as required by state law and the City Fire Marshal.

In addition, as described above, it is anticipated that Golden State Water would require that the water mains under Orcutt Road and UVP be upgraded to larger-capacity water mains to accommodate the development of the project site. Golden State Water has not identified the exact size nor extent of these water main upgrades. Based on the information provided by Golden State Water, it is assumed that the water main upgrades would be limited to pipelines that would be replaced underneath paved roads and/or within existing rights-of-way.

2.5.5.2 Wastewater

The wastewater collected from the project site would be conveyed to existing infrastructure within existing public road rights-of-way and then to the Laguna County Sanitation District plant, located on the west side of Black Road at the Dutard Road intersection. The anticipated sewer connection for the project is LCSD sewer manhole ID MH1010, located near the northwest corner of the project site in Orcutt Road (adjacent to the driveway of the property located at 4174 Orcutt Road). Based on a letter provided from LCSD in May 2022, LCSD wastewater system improvements would include upsizing the existing downstream sewer pipe from a 6-inch-diameter pipe to an 8-inch-diameter pipe from MH1010 to Foster Road (approximately 675 feet of pipeline).

2.5.5.3 Drainage Improvements

The project would be required to collect and manage stormwater generated by any future residential and/or commercial use areas. Road and driveway sections would be designed to include roadside low-impact development areas to treat and manage stormwater runoff. Inlets and/or catch basins would also be integrated within these areas for larger storm event overflow. Storm drain inlets/culverts would be added and spaced appropriately to collect and convey large storm event overflow runoff toward proposed downstream basins. Some existing offsite areas currently drain toward and onto the project site as run-on. The associated flows from these areas would be collected in swales and/or storm drain culverts along the perimeter of the project site, conveyed around the future development areas.

2.5.5.4 Other Utilities

In addition to water and wastewater services, the proposed project would require the expansion of telecommunication, cable, electric, and natural gas utility infrastructure. These public utility providers are:

- Central Coast Community Energy (CCCE) and Pacific Gas and Electric Company (PG&E) for electricity;
- Frontier Communications for telephone and data;
- Comcast for cable television and data; and
- Southern California Gas Company (SoCalGas) for natural gas.

CCCE is a Community Choice Energy agency established by local communities to source clean and renewable electricity while retaining PG&E's traditional role delivering power and maintaining electric infrastructure and distribution to the site. Existing PG&E overhead service lines serve the general project vicinity. New, underground service lines would be placed in or adjacent to the right-of way of existing and proposed roadways within the project site. SoCalGas would provide natural gas distribution to the project site.

Solid waste, recycling, green waste, and organic waste generated by the future buildout of the project site would be serviced by the City of Santa Maria. Solid waste, recycling, and green and organic waste would be disposed of at the City of Santa Maria Landfill.

2.5.6 Project Construction and Phasing

The exact timing of future development of the project site is unknown and would depend on market factors. However, the Applicant has preliminarily estimated that the project would be built out over approximately 4 years. Buildout of the project would be generally assumed to occur according to the

construction schedule detailed in Table 2-6. Although future buildout is only conceptual at this time, this buildout schedule is reasonable based on current market- and development-related issues.

For purposes of evaluating a reasonable worst-case scenario, this EIR assumes the conceptual development plan would be constructed beginning in 2023 and ending in 2026. Table 2-6 provides a summary of the anticipated phasing of construction. A preliminary phasing plan for buildout of the project would involve site grading of the entire project site to establish balance cut and fill and prepare for initial site preparation and infrastructure establishment. Cut and fill on the project site is expected to be balanced (i.e., no importing or exporting of soil).

Table 2-6. Conceptual Future Project Buildout Schedule

	APN	2024	2025	2026	Total Units/Square Feet
High-Density Residential					
Townhomes	107-250-022	45	50	0	95
Apartments	107-250-022	133	133	134	400
Total residential units per year		178	183	134	495
General Commercial					
Drive-through fast food	107-250-020	6,800 sf	0	0	6,800 sf
Drive-through fast food	107-250-019	10,000 sf	0	0	10,000 sf
Mini-storage	107-250-021	0	25,000 sf	0	25,000 sf
Retail center and gas station	107-250-021	23,250 sf	25,750 sf	16,000 sf	65,000 sf
Total square feet per year		40,050 sf	50,750 sf	16,000 sf	106,800 sf

Note: sf = square feet

Grading of the site would require City approval of development applications, which could only occur if SBLAFCO were to approve the annexation. If approved by the City, the project site would be graded to support the installation of utility infrastructure and future buildings. The initial grading would be designed to allow circulation and construction access to the project site. The proposed commercial and high-density residential uses would be graded in tandem to balance earthwork operations onsite to the greatest extent practicable.

Proposed stormwater basins in their respective areas of the property would be rough graded to create the basin shape, bottom, and top bench. Relatively flat areas would be created for each adjacent commercial and/or multi-family areas to direct stormwater runoff to these proposed basins. As part of any future development, a comprehensive drainage plan would be prepared to demonstrate stormwater runoff is conveyed in a non-erosive manner in accordance with the Regional Water Quality Control Board stormwater requirements and City Public Improvement Standards.

2.6 REQUIRED AGENCY ACTIONS AND REQUIRED PERMITS

Various approvals and permitting requirements would need to be met prior to implementation of the proposed project. Table 2-7 summarizes federal, state, and local approvals and/or permits that would be required for the project and the agencies that are expected to use the EIR in their decision-making and permitting processes.

Table 2-7. Agency Approval and/or Permit Requirements

Agency	Approval/Permit Required
Santa Barbara County Association of Governments (SBCAG), acting as the Santa Barbara County Airport Land Use Commission (ALUC)	Airport Land Use Plan Consistency Determination
City of Santa Maria	EIR Certification Pre-zone Approval (C-2, R-3, and PD Overlay District as described in Table 2-2) Approval of General Plan Amendment (designating the site as High Density Residential (HDR-22) and Community Commercial (CC) in the City General Plan) Resolution of Application to Initiate Annexation, including Adoption of a Plan for Services
Santa Barbara County Local Agency Formation Commission	Annexation Application Review and Consideration of Approval
County of Santa Barbara and City of Santa Maria	Approval of a Negotiated Property Tax Sharing Agreement
City of Santa Maria	Planned Development Permits Tentative Maps Building and Other Associated Development Permits

The project is currently under County of Santa Barbara jurisdiction. After certification of the EIR, the Santa Maria City Council would be required to approve pre-zoning of this property and adopt a Resolution to Initiate Annexation to the City. The City would then negotiate a tax exchange agreement with the County and complete the annexation application and review process with SBLAFCO.

If SBLAFCO approves annexation of the project site into the City of Santa Maria, the City would process and review future entitlements and related development permits such as planned development permits, tentative maps, and building plans for future development proposals within the project site at the time future development applications are received.

2.7 ENVIRONMENTAL REVIEW OF SUBSEQUENT DEVELOPMENT PROPOSALS

This EIR is intended to expedite the processing of future projects that are consistent with the zoning and consistent with the analyses and findings of this EIR. Therefore, though the specific details of future developments within the project site are not currently known, this EIR evaluates a reasonable maximum development scenario that would be allowed, as illustrated in the conceptual development plan (see Figure 2-3).

If the proposed annexation is approved, and if and when considering subsequent development proposals, the City determines that a proposed development would be consistent with the uses described herein and would not result in new or more severe significant environmental effects or require additional mitigation, the City could approve the project without additional environmental review. However, if there are significant changes proposed that are not consistent with the approved zoning or the type and level of development analyzed in this EIR, and the City concludes that these may result in new significant environmental impacts, additional environmental review would be required consistent with the requirements of the State CEQA Guidelines Sections 15162 through 15164.

CHAPTER 3. ENVIRONMENTAL SETTING

This chapter of the Environmental Impact Report (EIR) describes the environmental setting of the Richards Ranch Annexation Project (project), including the physical conditions of the project vicinity, a listing of relevant plans and policies applicable to the project, and a discussion of the cumulative development scenario and cumulative study area for the project. More detailed descriptions of the environmental and regulatory setting for each environmental issue area can be found in Chapter 4, Environmental Impacts Analysis of this EIR.

3.1 PHYSICAL SETTING

3.1.1 Regional Setting

Santa Barbara County encompasses 2,774 square miles of land along the central coast of California and has an estimated population of 446,475, as of July 2021 (U.S. Census Bureau 2022). Santa Barbara County is bordered by San Luis Obispo County to the north, Kern County to the east, Ventura County to the south, and 100 miles of Pacific coastline to the west. U.S. 101 runs in a north–south direction through the county, providing a connection to San Luis Obispo and Ventura Counties. Other roadway systems within the county include State Route (SR) 1, SR 33, SR 135, SR 154, SR 166, and SR 246.

The county is characterized by relatively flat coastal areas to steeply sloping mountains and hills. Due to its vast size, the county encompasses numerous microclimates. As described in further detail below, the project site is located adjacent to the northwestern boundary of Santa Barbara County, approximately 10.5 miles east of the Pacific Ocean and 4 miles south of downtown city of Santa Maria. The typical climate of the project region includes long arid summers and cold and wet winters (Weather Spark 2022).

3.1.2 Local Setting

The project site is in the unincorporated community of Orcutt, which encompasses approximately 14,650 acres located immediately south of the city of Santa Maria. The County of Santa Barbara’s (County’s) Orcutt Community Plan (1997) identifies the project site as “Key Site 26 (Richards).” This key site is designated for residential and commercial development. The project site is adjacent to Santa Maria’s southeastern city limits and lies within the City of Santa Maria’s (City’s) Sphere of Influence. Specifically, the project site is situated to the northeast and southeast of the intersection of SR 135 and Union Valley Parkway.

3.1.2.1 *Existing Site Characteristics*

The project site consists of undeveloped land that is predominantly flat, with some gentle downward sloping from east to west. Vegetation on the site can be characterized as mostly non-native annual grassland habitat, with two patches of disturbed coastal scrub and strands of non-native eucalyptus and ornamental trees. Historically, the project site was developed with a residential structure in the southwest corner of the site; however, the home and all accessory buildings were demolished by 2010. The project site consists of four adjacent parcels totaling 43.75 acres, including Assessor’s Parcel Numbers (APNs) 107-250-19, -20, -21, and -22 (see Figure 2-2 in Chapter 2, Project Description).

Union Valley Parkway and Orcutt Road intersect the project site, forming a four-way signalized intersection in the northwestern portion of the project site approximately 400 feet east of the Union Valley Parkway/SR 135 intersection. Union Valley Parkway and Orcutt Road include Class II bike lanes on each

side, and sidewalks along some (but not all) segments of the roadways through the project site. The signalized intersection includes crosswalks across all four intersection approaches.

3.1.2.2 Surrounding Land Uses

Surrounding land uses to the north generally include residential uses, with limited commercial uses along Orcutt Road. Airport facilities and runways for the Santa Maria Airport are located to the northwest along with active agriculture lands, some of which have been recently approved for commercial development as part of the Santa Maria Airport Business Park project. Residential uses, commercial services, offices, and school uses within the unincorporated community of Orcutt are located to the south of the project site. A church property is adjacent to the southwest corner of the site. A mix of undeveloped lands is located to the east and residential uses border the southeastern portion of the project site.

The Santa Maria Airport is approximately 1 mile northwest of the project site. According to the adopted 1993 Santa Barbara County Airport Land Use Plan (1993 ALUP), the project site is located within the Airport Approach Area (Safety Zone 2). Since the adoption of the 1993 ALUP, a Draft Santa Maria Airport Land Use Compatibility Plan (Draft 2022 ALUCP) has been prepared and is anticipated to be adopted in the future. The Draft 2022 ALUCP identifies the project site as being located within the Airport Influence Area (AIA). As identified in the Draft 2022 ALUCP, the project site lies within AIA Review Area 1 and Safety Zones 2 (northeastern portion of the project site), 4 (northeastern and southeastern portions of the project site), and 6 (entire project site). These designations represent areas where noise and/or safety concerns may require limitations on the type of allowable land uses.

3.2 REGULATORY SETTING

State CEQA Guidelines Section 15125(d) states:

The EIR shall discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans.

While CEQA requires a discussion of consistency with public plans, inconsistency does not necessarily lead to a significant impact. Inconsistency with public plans creates significant impacts under CEQA only when an adverse physical effect on the environment would result from the inconsistency. Plans and policies that are applicable to the proposed project include the following:

- City of Santa Maria General Plan
- Fast Forward 2040 Regional Transportation Plan and Sustainable Communities Strategy
- Santa Barbara County Congestion Management Program
- Adopted 1993 Santa Barbara County Airport Land Use Plan
- 2022 Draft Santa Maria Airport Land Use Compatibility Plan
- Santa Barbara County Local Agency Formation Commission (SBLAFCO) Policies and Procedures

A consistency analysis of the proposed project with these plans and policies is provided in Section 4.9, Land Use and Planning of this EIR. Although a preliminary determination regarding project consistency is made, it is the responsibility of the City Council, the CEQA Lead Agency decision makers, to make the final determination regarding consistency issues.

3.3 CUMULATIVE STUDY AREA

3.3.1 CEQA Requirements

State CEQA Guidelines Section 15355 defines “cumulative impact” as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. Cumulative impacts are changes in the environment that result from the incremental impact of development of the proposed project and all other nearby “related” projects. For example, the traffic impacts of two projects in proximity may be insignificant when analyzed separately but could have a significant impact when the projects are analyzed together.

State CEQA Guidelines Section 15130 indicates that cumulative impacts shall be discussed when the project’s incremental effect is cumulatively considerable, or, if the project’s incremental effect is not cumulatively considerable, the Lead Agency shall identify facts and analyses supporting that conclusion. The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as much detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness. State CEQA Guidelines Section 15130 states the following:

The following elements are necessary to an adequate discussion of significant cumulative impacts:

- (1) Either:
 - (A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
 - (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

The discussion shall also include a summary of the expected environmental effects to be produced by those projects, with specific reference to additional information stating where that information is available, and a reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project.

3.3.2 Cumulative Development Scenario

For the purposes of this EIR, a list of past, present, and reasonably anticipated future projects was used for the cumulative analysis (State CEQA Guidelines Section 15130(b)(1)(A)), as detailed in Table 3-1 below. Each topic section of this EIR includes a discussion of potential cumulative effects and the project’s contribution toward the cumulative effects. These discussions are based in part on a review of development projects as listed by the City’s Community Development Department, as well the

development projects listed in the County’s Department of Planning and Development permit tracking system.

The geographic scope of the area affected by cumulative impacts is defined as projects occurring within the Santa Maria city limits as well as projects occurring in Santa Barbara County’s Santa Maria Valley, which includes the community of Orcutt. The City has identified recently developed or approved projects, and pending projects for which applications have been received (see Table 3-1). The City’s Major Development List is updated and reproduced every 6 months (January and July) to report current development activity in the city. Additional details regarding each project may be found on the Community Development web page (City of Santa Maria 2022). The County lists development projects in their permit tracking system, also available on the County’s Department of Planning and Development web page (County of Santa Barbara 2022).

Table 3-1. Cumulative Development Scenario Project List

Project Type	Name	Location	Description
City of Santa Maria			
	309 Mill Apartments	309 East Mill Street	23-unit apartments
	Vino Bella Apartments	120 West Chapel Street	32-unit apartments
	Oakley Court Apartments	600 Block South Oakley Court	30-unit apartments
	Vandenburg Senior Residences	1314 South Broadway	52-unit senior apartment addition
	Barcellus Senior Apartments	502 East Barcellus Avenue	80-unit senior apartments
	Centennial Gardens	Southwest corner of Battles Road and South Depot Street	160-unit affordable apartments
	Avante Apartments	Southwest corner of Carmen Lane and South Blosser Road	86-unit apartments
	Santa Maria Studios	2660 Santa Maria Way	378-unit affordable senior units
	Northman Residential	Santa Maria Way between Sunrise Drive and East Dauphin Street	63 single-family residences
	Pariadiso Residences	1571 East Main Street	90 duplexes and 150-unit senior apartments
	Cook Street Apartments	North of Cook and east of McClelland	114-unit apartment
	Skylight Homes	3170 Santa Maria Way	49 single-family residences
Commercial	Preisker Commercial Center	Northwest corner of North Broadway and Preisker Lane	108-room hotel, 15,000-square foot (sf) commercial, including drive-through restaurant and retail
	Orchard Street Corner Market	1334 North Broadway	1,043-sf addition to existing corner market
	Starbucks at Home Motors	1313 East Main Street	Coffee shop and drive-through
	Enos Auto Center North and South Campus	Lots 2–11 of Enos Ranchos Specific Plan	Overall site design and layout of an auto center, including an 8,200-sf carwash
	Splash N Dash	Lot 8 Enos Ranch	8,200-sf car wash
	Home Motors	1004 East Battles Road	52,000-sf auto dealership
	A Street Deli	Southwest corner of Betteravia Road and A Street	4,420-sf retail building

Project Type	Name	Location	Description
Industrial	SMOOTH Bus Wash	240 East Roemer Way	1,134-sf bus wash building
	Bonita Packing Expansion	1850 West Stowell Road	173,270-sf cooler addition in four phases
	Maxco Box Facility	1550 West Stowell Road	60,000-sf box facility and outdoor storage yard
	Seaside Packaging Warehouse	West La Brea Avenue east of A Street	40,854-sf packaging warehouse
	Windset Farms Greenhouses 7-9	1650 Black Road	4.3-million sf greenhouse and 93,000-sf industrial building
	DMS Electric	2224 South Westgate Road	10,000-sf new construction
	2811 Center	2811 Airpark Drive	51,200 sf of office in two buildings
	Preisker RV Storage	2210 North Preisker Lane	RV storage for 150 trailers
	Holiday Inn Express & Suites	Roemer Court	Four-story hotel
	Gateway Mixed Use	101 North Broadway	33,700-sf, four-story mixed-use development
	Miller & Boone Mixed Use	417 East Boone Street	33,600-sf mixed-use building
	Boone Street Market	501 East Boone Street	2,280-sf addition to market
	Blosser Ranch	Northeast corner of Blosser Road and West Battles Road	105 single-family homes (for rental only) and 96 accessory dwelling units
	Crucified Life Church	Northwest corner of South McClelland Street	11,700-sf building
	Betteravia Plaza	Northwest corner of West Betteravia Road and Santa Maria Valley Railroad tracks	443-unit apartments and 291,278-sf retail/office
	Celebration I, II, III	Northwest corner of South Miller Street and East Inger Drive	56 single-family units, 33-unit senior apartments
	Park Edge Apartments	Southeast corner of Santa Maria Way and Miller Street	140-unit apartments, clubhouse, and 5,435-sf multi-tenant commercial
	Westgate Village	South Blosser Road and West Battles Road	126-unit apartments and 16,000-sf retail
	Caring Hands Veterinary Clinic	1995 South Miller Street	Veterinary clinic
	VTC Enterprises (Phase 2)	2445 A Street	6,187-sf vocational training building
	Lakeview Mixed Use	Southeast corner of Mercury Drive and Auto Park Drive	164-unit apartments and 11,000-sf commercial
	Ray Water Project	Primarily within the Betteravia Road right-of-way with some components located to the south of Betteravia Road on Rayville Lane	4,860 linear feet (0.92 mile) of new water pipelines
	Peoples Self Help Housing	3170 Santa Maria Way	49 single-family residences
<i>Santa Barbara County (Santa Maria Valley Area)</i>			
Residential	Rice Ranch Development Plan	South of Sage Crest Drive and east of South Bradley Road and Orcutt Community Park	725 units
	Vintage Ranch	East of Black Oak Drive and west of Via Alta	41 units

Richards Ranch Annexation Project Environmental Impact Report
Chapter 3 Environmental Setting

Project Type	Name	Location	Description
	The Neighborhoods of Willow Creek and Hidden Canyon Specific Plan (Key Site 21)	Highway 1 between Solomon Road and Black Road	143 single-family units
	Key Site 3 Multi-Family Residential Project	South of Clark Avenue/ Highway 101 intersection	119 units
	Guy Tentative Parcel Map	5572 Stillwell Road	2 units
	AMG & Associates, LLC Affordable Housing	1331 East Foster Road	58 units
	OUSD Senior Housing (Key Site 17) Development Plan	West Rice Ranch Road bordered on the north by Soares Avenue between South 1st Street and Dyer Street	233 senior housing units with living amenities
Commercial	Clark Avenue Commercial	Southeast corner of Clark Avenue and Stillwell Road	12,938 sf
	Orcutt Gateway Retail Center (Key Site 2)	South of Clark Avenue between Highway 101 and Stillwell Road	49,921 sf
	Orcutt Gas Station	3616 Orcutt Road	7,868 sf
	Oasis Meeting Center (Key Site 18)	Clark Avenue west of Foxenwood Lane	15,661 sf commercial
Industrial	Arctic Cold	1750 East Betteravia Road	449,248 sf
Mixed Use/Other	Orcutt Public Marketplace (Key Site 1)	Northwest corner of Highway 101 and Clark Avenue	252 units 248,144 sf commercial
	Orcutt Union Plaza Phase II Amendment	201 South Broadway Street	19 units 16,880 sf commercial
Agricultural Development	Plantel Nurseries Development Plan Revision Proposed	2775 East Clark Avenue	1,596,480 sf
Institutional	North County Jail General Plan Amendment	2301 Black Road	Approved General Plan Amendment
Oil and Gas	ERG Oil & Gas Pipeline Development	APNs 129-080-006, 129-080-007, 129-090-016, 129-090-021, 129-090-032, 129-090-033, 129-090-037, 129-090-038, 129-100-014, 129-100-015, 129-100-025, 129-100-034, 129-100-035, 129-100-036, 129-180-007, 129-180-008, 129-180-013, 129-180-015	Development of 233 new wells, 2.9-mile oil pipeline in Cat Canyon oil field
	East Cat Canyon Field Redevelopment	APN 101-040-005	Reestablishment of oil production with construction and restoration of 72 well pads and drilling up to 296 wells
	UCCB Production Plan	APN 101-030-011, 101-040-026, 129-180-018, 129-180-037, 129-180-038	Reactivation of oil production in Cat Canyon oil field and construction of a 2.7-mile natural gas line
Alternative Energy	Pacific Coast Energy Company Solar Photovoltaic System Grading	1555 Orcutt Hill Road	20 acres of solar development
Utilities	Golden State Water Company Water Storage Tank and Access Road	4989 Foxen Canyon Road	200,000-gallon storage tank

CHAPTER 4. ENVIRONMENTAL IMPACTS ANALYSIS

This chapter of the Environmental Impact Report (EIR) evaluates the potential environmental effects that would result from construction and operation of the Richards Ranch Annexation Project (project) and identifies mitigation measures for impacts found to be potentially significant. Table 4-1 provides a brief summary of the results of the analysis.

Table 4-1. Summary of Environmental Impacts Analysis

Environmental Resource	Significant, Unavoidable Adverse Impacts	Significant, but Mitigable Impacts	Less-than- Significant Impacts
Aesthetics			X
Agriculture and Forestry Resources*			X
Air Quality and Greenhouse Gas Emissions		X	
Biological Resources		X	
Cultural and Tribal Cultural Resources		X	
Energy		X	
Geology and Soils		X	
Hazards and Hazardous Materials		X	
Hydrology and Water Quality		X	
Land Use and Planning			X
Mineral Resources*			X
Noise and Vibration		X	
Population and Housing			X
Public Services and Recreation			X
Transportation			X
Utilities and Service Systems			X
Wildfire*			X

* Issues evaluated in Section 6.4, Issue Area Effects Found Not to be Significant.

Each environmental issue area discussed in Chapter 4 of this EIR has been divided into subsections, as follows:

Existing Conditions: The description of the physical environmental conditions in the vicinity of the project, as they exist at the time of the established baseline physical conditions.

Regulatory Setting: The regulations in effect at the time the Notice of Preparation was published. These are the applicable regulations governing each environmental topic, such as the California Endangered Species Act (CESA) and its requirements for protecting rare and endangered species. This is not an exhaustive analysis of the regulations, but rather information to assist the reader in understanding the potential impacts of the project from a regulatory perspective.

Thresholds of Significance: The thresholds used to evaluate each environmental topic based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines.

Impact Assessment Methodology: Methods used to determine the impacts associated with the project, such as measurements or field investigative processes.

Project-Specific Impacts and Mitigation Measures: The statement of the level of significance of potential environmental effects of the project. These include the significant environmental effects of the project, as further defined below. The impacts are identified and then are followed by the mitigation measures that can minimize significant impacts; mitigation measures must be enforceable and feasible. In addition, there must be an essential nexus between the mitigation measure and a legitimate governmental interest, and the mitigation measure also must be “roughly proportional” to the impacts of the project.

Cumulative Impacts: The cumulative effects of the project when the project’s incremental effect is considered in combination with other closely related past, present, and reasonably foreseeable probable future projects.

All residual impacts in the EIR have been classified according to the following criteria (note: CEQA does not recognize a beneficial effect as an impact):

A significant and unavoidable impact would cause a substantial adverse effect on the environment that meets or exceeds the applicable significance criteria thresholds for a particular resource, and no feasible mitigation measures would be available to reduce the impact to a less-than-significant level. This project does not result in any significant and unavoidable impacts.

A less than significant impact with mitigation is an adverse impact that would cause a substantial adverse effect that meets or exceeds the applicable significance criteria thresholds for a particular resource but can be reduced to a less-than-significant level through successful implementation of identified mitigation measures.

A less than significant impact or a conclusion of *no impact* means the effect does not meet or exceed the applicable significance criteria thresholds for a particular resource. No mitigation measures are required for less than significant impacts or issue areas where no impact would occur; only compliance with standard regulatory conditions would be required.

The term “significance” is used throughout the EIR to characterize the magnitude of the projected impact. For this EIR, a significant impact is a substantial or potentially substantial change to resources in the project area or the area adjacent to the project. In the discussions of each issue area, thresholds are identified that are used to distinguish between significant and insignificant impacts.

Where possible, measures have been identified to reduce project impacts to less-than-significant levels. CEQA states that public agencies should not approve projects as proposed if there are feasible mitigation measures available that would substantially lessen the environmental effects of such projects (Public Resources Code Section 21002).

4.1 AESTHETICS

This section provides an evaluation of the project's potential impacts to aesthetics and visual resources. Aesthetic and visual resources are principally defined by how viewers perceive the visual attractiveness of an area. Based on this subjective perception, the key elements and features that create or enhance an area's visual quality are definable. In general, visual resources are features of urban (built) or natural environments with a high aesthetic or scenic value. CEQA describes the concept of aesthetic resources in terms of scenic vistas, scenic resources (such as trees, rock outcroppings, and historic buildings within a State Scenic Highway), the visual character or quality of the project area, and light and glare.

4.1.1 Existing Conditions

4.1.1.1 Regional Visual Character

The project site is located within the Santa Maria Valley in northern Santa Barbara County. The Santa Maria Valley is characterized by predominantly level topography bound by the Nipomo Mesa and Sierra Madre Mountains on the north and east, by the Solomon Hills and Casmalia Hills on the southeast and southwest, and by the Guadalupe Dunes and Pacific Ocean on the west. The visual character of the Santa Maria Valley is agricultural in nature, with both cultivated row crops and cattle ranching, which provide a distinctly rural ambience. Primary through-travel corridors include U.S. Route 101 (U.S. 101) and State Route (SR) 1, which are designated as Scenic Highways or are eligible for such designation along their entire length in Santa Barbara County.

4.1.1.2 Project Site Visual Character and Key Views

The project site is in an area that visually transitions from a more rural setting in the south to a more developed area of the city in the north. It is located within the County of Santa Barbara's (County's) Orcutt Community Plan Area, at the southern edge of the Santa Maria Valley and adjacent to the southeastern limits of the city of Santa Maria. The Orcutt Community Plan indicates that the project site (referred to as Key Site #26) is within an area of scenic value (County of Santa Barbara 2020).

The project site includes four undeveloped parcels located northeast and southeast of the intersection of SR 135 and Union Valley Parkway (UVP). UVP bisects the project site east-to-west, with Orcutt Road creating a key north/south access route through the project site. The existing visual character of the project site is generally that of a vacant, relatively flat area covered with low-lying non-native grasses and scattered native scrub vegetation. Two large non-native eucalyptus windrows and numerous individual eucalyptus trees are present mostly along the south side and north side of UVP frontage, and along the eastern border of the site north of UVP. There is an understory of non-native grassland amongst the typical accumulated eucalyptus leaf and bark debris. The southwest corner of the project site supports a variety of mostly non-native trees and shrubs. Non-native tree species include Chinese elm (*Ulmus parvifolia*), liquid amber (*Liquidambar styraciflua*), Bailey's acacia (*Acacia baileyana*), African sumac (*Rhus lancea*), eucalyptus (*Eucalyptus*), olive (*Olea europaea*), and lemon (*Citrus limon*). In addition to the eucalyptus and non-native trees, there are few native plant species, including coast live oak (*Quercus agrifolia*), coyote brush (*Baccharis pilularis*), and California blackberry (*Rubus ursinus*) (David Wolff Environmental, LLC 2022). The disturbed nature of the vegetation on the project site is visible and appears to be a result of a combination of recent construction and vegetation management (mowing/discing).

Surrounding land uses to the north generally include residential uses, with limited commercial uses along Orcutt Road. Airport facilities and runways for the Santa Maria Airport are located to the northwest along with active agricultural lands, some of which have been recently approved for future commercial

development. Residential uses, commercial services, offices, and school uses within the unincorporated community of Orcutt are located to the south of the project site. A church property is adjacent to the southwest corner of the site. A mix of undeveloped lands is located to the east and residential uses border the southeastern portion of the project site. People living in and using these adjoining areas, as well as motorists, cyclists, and pedestrians traveling along SR 135, UVP, Orcutt Road, Hummel Drive, and Mooncrest Lane, are visual receptors of the site.

Daytime photographs were taken in eight key view locations to capture existing views of the project site (Figure 4.1-1). These photographs represent the existing visual setting from the site, views of the surrounding areas, and any unique aesthetic features visible from the project site. The landscape is discussed in terms of “foreground,” “middle ground,” and “background” views. Foreground views are those immediately presented to the viewer and include objects at close range. Middle ground views occupy the center of the viewshed and typically include objects that dominate the viewshed in normal circumstances. Background views include distant objects and other objects that make up the horizon. Existing views from the project site generally include views of the surrounding roadways, overhead power lines, streetlights, traffic signals, vehicular traffic, low-lying non-native grasses, scattered native scrub vegetation, and eucalyptus trees (Figures 4.1-2 through 4.1-9).

Table 4.1-1. Key View Locations and Corresponding Photographs

Key View Number	Corresponding Photograph(s)	Location
Key View 1	Photograph 1	Orcutt Road, view facing south
	Photograph 2	Orcutt Road, view facing southeast
Key View 2	Photograph 3	Intersection UVP and SR 135, view facing east
	Photograph 4	Intersection UVP and SR 135, view facing northeast
	Photograph 5	Intersection UVP and SR 135, view facing southeast
Key View 3	Photograph 6	Orcutt Road, view facing north
Key View 4	Photograph 7	UVP (at the eastern boundary of the project site), view facing west
	Photograph 8	UVP (at the eastern boundary of the project site), view facing northwest
	Photograph 9	UVP (at the eastern boundary of the project site), view facing southwest
Key View 5	Photograph 10	Dancer Ave via Mooncrest Lane, view facing northwest
Key View 6	Photograph 11	Hummel Drive, view facing southwest
Key View 7	Photograph 12	UVP (northern portion of project site), view facing northwest
	Photograph 13	UVP (northern portion of project site), view facing northeast
Key View 8	Photograph 14	UVP (southern portion of project site), view facing southwest
	Photograph 15	UVP (southern portion of project site), view facing southeast

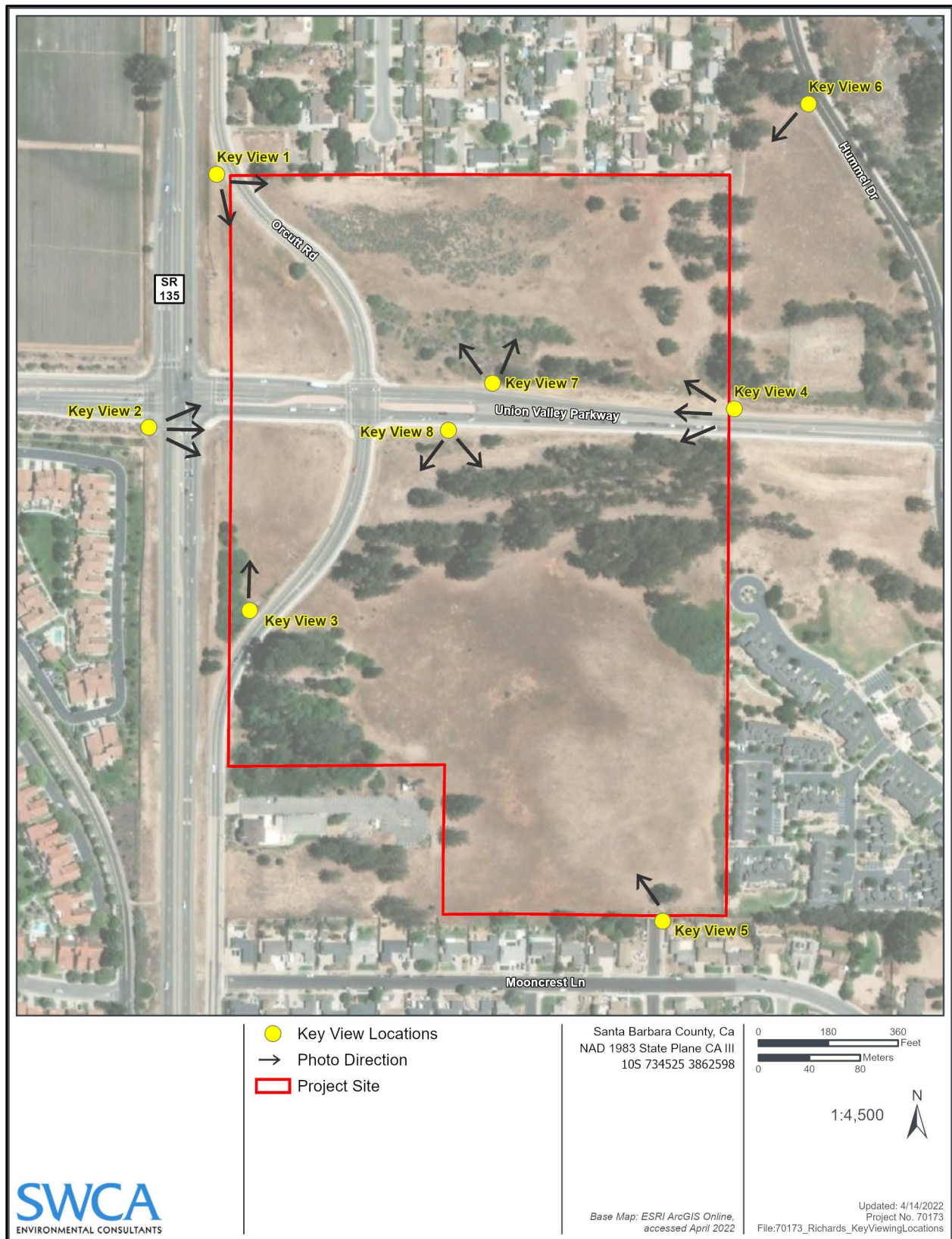


Figure 4.1-1. Key View locations.



Figure 4.1-2a. Key View 1, Photograph 1: Orcutt Road, facing south. Foreground views include roadway, fencing, and overhead power lines with the project site visible in the middle ground. Background views include traffic signals at SR 135 and UVP, mature eucalyptus trees, and distant hillsides.



Figure 4.1-2b. Key View 1, Photograph 2: Orcutt Road, facing southeast. Foreground and middle ground views include low-lying non-native grasses on the northwestern portion of the project site. Background views include mature eucalyptus trees.



Figure 4.1-3a. Key View 2, Photograph 3: Intersection UVP and SR 135, facing east. Foreground views include roadway and vehicle traffic with overhead power lines and northwest and southwest portions of the project site visible in the middle ground. Background views include mature eucalyptus trees.



Figure 4.1-3b. Key View 2, Photograph 4: Intersection UVP and SR 135, facing northeast. Foreground views include roadway and vehicle traffic with overhead power lines and northwest portion of the project site visible in the middle ground. Background views include residences, mature eucalyptus trees, and distant hillsides.



Figure 4.1-3c. Key View 2, Photograph 5: Intersection UVP and SR 135, facing southeast. Foreground views include roadway and vehicle traffic with overhead power lines and southwest portion of the project site visible in the middle ground. Background views include mature eucalyptus trees and the traffic signal at Orcutt Road.



Figure 4.1-4. Key View 3, Photograph 6: Orcutt Road, facing north. Foreground and middle ground views include low-lying non-native grasses on the southwestern portion of the project site. Background views include overhead power lines, traffic signals, and mature eucalyptus trees.



Figure 4.1-5a. Key View 4, Photograph 7: UVP at the eastern boundary of the project site, facing west. Foreground views include roadway and low-lying non-native grasses along the northeastern portion of the project site, and mature eucalyptus trees and streetlights along the southeastern portion of the project site. Background views also include streetlights, mature eucalyptus trees, and traffic signals and hillsides in the distance.



Figure 4.1-5b. Key View 4, Photograph 8: UVP at the eastern boundary of the project site, facing northwest. Foreground views include low-lying non-native grasses on the northeastern portion of the project site. Middle ground views include non-native ornamental trees and mature eucalyptus trees. Background views include mature trees and residences.



Figure 4.1-5c. Key View 4, Photograph 9: UVP at the eastern boundary of the project site, facing southwest. Foreground and middle ground views include roadway, streetlights, low-lying non-native grasses, and the eucalyptus windrow along the southeastern portion of the project site. The eucalyptus windrow obstructs background views of the project site.



Figure 4.1-6. Key View 5, Photograph 10: Dancer Avenue north of Mooncrest Lane, facing northwest. Foreground views include fencing and low-lying non-native grasses on the southeastern portion of the project site. Middle ground and background views also include low-lying non-native grasses and eucalyptus windrows.



Figure 4.1-7. Key View 6, Photograph 11: Hummel Drive, facing southwest. Foreground views include off-site low-lying non-native grasses to the northeast of the project site (not part of the project). Middle ground views include off-site trees and chain-link fencing along the project boundary. Background views also include low-lying non-native grasses and mature eucalyptus trees on the northeastern portion of the project site.



Figure 4.1-8a. Key View 7, Photograph 12: UVP (northern portion of project site), facing northwest. Foreground views include low-lying non-native grasses on the northeastern portion of the project site. Middle ground views include non-native ornamental trees and mature eucalyptus trees. Background views streetlights and overhead power lines as well as vehicle traffic, residences, and distant hillsides.



Figure 4.1-8b. Key View 7, Photograph 13: UVP (northern portion of project site), facing northeast. Foreground views include low-lying non-native grasses on the northeastern portion of the project site. Middle ground and background views include non-native ornamental trees and mature eucalyptus trees.



Figure 4.1-9a. Key View 8, Photograph 14: Southern portion of project site from UVP, facing southwest. Foreground views include low-lying non-native grasses on the southeastern portion of the project site. Middle ground views include the eucalyptus windrow. Background views include streetlights and residences in the distance to the west.



Figure 4.1-9b. Key View 8, Photograph 15: Southern portion of project site from UVP, facing southeast. Foreground and middle ground views include the sidewalk, streetlights, low-lying non-native grasses, and the eucalyptus windrow along the southeastern portion of the project site. The eucalyptus windrow obstructs background views of the project site.

SCENIC VISTAS

A scenic vista is a view of natural environmental, historic, and/or architectural features possessing visual and aesthetic qualities of value to the community. The term “vista” generally implies an expansive view, usually from an elevated point or open area. There are many vantage points in the Santa Maria Valley and views of the hillside ranges can be seen in many areas from the valley floor. The Casmalia Hills are located to the southwest and the Solomon Hills to the southeast. These distinctive highlands range from 1,300 feet to 4,000 feet above mean sea level, and thus provide what is generally considered to be a scenic “backdrop” from many vantage points in the valley floor.

The project site is relatively flat with gently rolling slopes and does not provide an elevated vantage point. Based on a review of City and County planning documents, there are no locally designated scenic vistas located on or adjacent to the project site (County of Santa Barbara 2020; City of Santa Maria 2001).

SCENIC RESOURCES

Consistent with Appendix G of the State CEQA Guidelines, significant scenic resources can include visually significant trees, rock outcroppings, and historic buildings, where visible from a State Scenic Highway. The California Scenic Highway Program, maintained by the California Department of Transportation (Caltrans), protects State Scenic Highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. There are no designated or eligible State Scenic Highways located on or within the project site. According to the California State Scenic Highway Program, the section of U.S. 101, located approximately 1.5 miles east of the project site, is eligible for State Scenic Highway designation but is not officially designated (Caltrans 2019). The project site is not visible from

this portion of U.S. 101 due to distance and the urban development between the highway and the project site.

LIGHT AND GLARE

Typical sources of existing lighting and glare on the project site are predominantly limited to vehicle headlights from motorists traveling along surrounding roadways. Street lighting at intersections and along the streets and reflective surfaces associated with roadways also contribute to the existing light setting of the project site. Lighting from residential and commercial uses to the north, south, and west of the project site are the primary sources of light and glare in the vicinity of the project and are typical lighting sources in urban areas.

Proposed uses within these areas must be developed in compliance with applicable light and glare standards and regulations set forth in the applicable airport land use plan as well as policies established by the Federal Aviation Administration (FAA) and advisory circulars.

4.1.2 Regulatory Setting

There are no federal regulations that pertain to aesthetic or visual resources related to the project. State and local regulations that are directly relevant are summarized below.

4.1.2.1 State

CALIFORNIA SCENIC HIGHWAY PROGRAM

A California highway may be designated as scenic depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes on the traveler's enjoyment of the view. Established in 1963, the California Scenic Highways Program protects the value of scenic areas and the value of views from roads within California. This legislation sees scenic highways as "a vital part of the all-encompassing effort...to protect and enhance California's beauty, amenity and quality of life." This program includes a list of highways that are either eligible for designation as scenic highways or have been so designated. Such highways are identified in Section 263 et seq. of the Streets and Highways Code. As previously noted, there are no scenic highways in the vicinity of the project site.

4.1.2.2 Local

CITY OF SANTA MARIA GENERAL PLAN

The City regulates community design and aesthetics of buildings and public spaces through its General Plan policies. The General Plan prescribes visual resource policies, and references the Municipal Code, including the Planned Development (PD) overlay, as regulations that implement the visual resource policies of the City. The PD overlay is proposed to apply to the entire project site, as provided for by the application for pre-zoning. In addition, the Land Use Element and Resources Management Element (RME) of the General Plan contain policy statements that serve as a framework for evaluating proposed projects regarding their potential to affect the aesthetic environment of the city. The General Plan Elements with applicable goals and policies follow in further detail.

Land Use Element

Goal L.U.1 – Community Character. Maintain and improve the existing character of the community as the industrial and commercial retail center for northern Santa Barbara County and southern San Luis Obispo County.

Policy L.U.1 -- Balanced Land Use Mix. Establish and maintain a balanced mix of land uses to meet the present and future demands of the community.

Objective L.U.1a Residential: Establish residential areas for 1) the provision of a variety of home sites, housing types, and lifestyles; 2) the promotion of neighborhood integrity; and 3) the protection of individual property values by encouraging compatible uses and proper standards for design and development.

Goal L.U.3 – Urban Design. The City will promote quality urban design enhancing Santa Maria’s character.

Policy L.U.3 Rehabilitation of Older Structures and New Development. Emphasize quality urban design features in rehabilitation and new development efforts.

Goal L.U.10 – Promote High Quality Commercial and Industrial Development. Continue to promote quality commercial and industrial development in Santa Maria and encourage the upgrading and revitalization of the existing commercial and industrial areas.

Policy 10b. Neighborhood Commercial Centers. Design neighborhood commercial centers so they serve the needs of surrounding residents.

Resources Management Element

Goal 3 – Biological Resources. Preserve natural biological resources and expand the Santa Maria Urban Forest.

Policy 3. Protect and preserve biological resources and expand the urban forest within the Planning Area in order to enhance the quality of life in the Santa Maria Valley.

Objective 3.1.c (2) Landscape Maintenance. Improve private landscaping by requiring commercial and industrial developments to maintain their property in accordance with City Landscaping Standards.

CITY OF SANTA MARIA MUNICIPAL CODE

The City’s Municipal Code sets forth use regulations, development standards, and design requirements for zoning districts (e.g., building setbacks, height restrictions, landscape plans, architectural review plans, etc.). All development within the city must comply with the City’s Municipal Code requirements. The following sections include important regulations related to aesthetics and visual resources, including standards for light and glare:

- **Section 12-8.16 Residential Architectural and Aesthetic Standards:** Prohibits the use of shiny or reflective materials.
- **Section 12-21 Airport Service Zone II and Section 12-24 Airport Approach District:** Provides guidance and regulations for lighting arrangement, interference, and use of reflective materials.
- **Section 12-28.05 Street and Alley Lights and Section 12-32.20 Off Street Parking and Loading:** Provides specific guidelines and requirements on how street and alley lights are to be

installed to meet the Engineering Division City Standards. City Standard S-106 relates to the design and installation of streetlights that will be within City right-of-way and operated by the City. This standard includes specifications for materials, and lighting intensities for areas based on the type of road and other factors.

- **Section 12-33.210 Commercial Districts:** Requires lighting compatibility with the proposed development and to scale with the overall design concept of the project.
- **Section 12-39 Development Review:** Requires development review of all development proposals submitted to the Community Development Department which involve 1 or more acres of unsubdivided land. The development review process is intended to encourage development that is compatible and harmonious with the design and use of surrounding properties.
- **Section 12-44 Landscape Standards:** Includes regulations for landscape development that are intended to provide for the creation of a water-conserving, functional and aesthetic outdoor environment, consistent with the Environmental Resource Management Element of the General Plan and Government Code Section 65590 et seq. These landscaping-related ordinances also aid in the City Council's goal for improved community aesthetics, including the provision of abundant landscaping in plans for new development. The City's Landscape Standards also require that existing trees more than 6 inches in diameter at breast height (DBH) be retained unless the trees cannot be reasonably accommodated by the proposed development. The Landscape Standards specify replacement requirements for trees proposed for removal.

SANTA BARBARA COUNTY AIRPORT LAND USE PLAN

The Santa Barbara County Association of Governments adopted the Santa Barbara County Airport Land Use Plan (ALUP) in 1993 to complement and enhance the local planning process of agencies responsible for the land use in areas surrounding the Santa Barbara Municipal Airport and Santa Maria Public Airport. The 1993 ALUP establishes planning boundaries around each airport's area of influence and sets forth appropriate land use standards, including building height restrictions and soundproofing standards, for each planning area. The project site is located within the airport's area of influence of the Santa Maria Airport (Santa Barbara County Airport Land Use Commission [ALUC] 1993).

The 1993 ALUP provides policies regarding height restrictions, safety, and noise. The City Municipal Code applies more rigorous height standards than generally imposed by the FAA Federal Aviation Regulations. Therefore, height restrictions within the Santa Maria Airport safety zones have not generally been an issue within the city (ALUC 1993). The 1993 ALUP provides compatibility considerations and standards related to lighting and glare for development occurring within the Approach Zone (Safety Area 2). All project proposals in Safety Area 2 within 1 mile of the runway end, and proposals that would result in large concentrations of people in Safety Area 2 more than 1 mile from the runway end, would be required to undergo further review on a case-by-case basis by the ALUC. The northwestern border of the project site is located approximately 1 mile from the end of Runway 12-30.

SANTA MARIA AIRPORT LAND USE COMPATIBILITY PLAN

A revised draft of the Santa Maria Airport Land Use Compatibility Plan was released in February 2022 (2022 Draft ALUCP). While not yet officially adopted, the 2022 Draft ALUCP was prepared to promote compatibility between airports and the land uses that surround them and to serve as a tool for the ALUC to use in fulfilling its duty to review land use plans and development proposals within the Airport Influence Area (AIA). In addition, the 2022 Draft ALUCP provides compatibility policies and criteria applicable to local agencies in their preparation or amendment of general plans and to landowners in their design of new development.

The Draft 2022 ALUCP provides compatibility considerations and standards related to lighting and glare for development occurring within its AIA, including prohibiting sources of glare (such as from mirrored or other highly reflective buildings or building features) or bright lights (including search lights and laser light displays) as well as distracting lights that could be mistaken for airport lights (SBCAG 2022).

As identified in the 2022 Draft ALUCP, the project site lies within AIA Review Area 1 and Safety Zones 2,4, and 6. Proposed uses within these areas must be developed in compliance with applicable light and glare standards and regulations set forth in the applicable airport land use plan as well as policies established by the FAA and advisory circulars.

4.1.3 Thresholds of Significance

The following thresholds of significance for the effects on aesthetics are based on Appendix G of the State CEQA Guidelines. An impact is considered significant if the project would:

- a. Have a substantial adverse effect on a scenic vista.
- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway.
- c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings, or in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.
- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Each of these thresholds is discussed under Section 4.1.5, Project-Specific Impacts and Mitigation Measures, below.

4.1.4 Impact Assessment Methodology

The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Different viewers react to viewsheds and aesthetic conditions differently. Visual or aesthetic resources are generally defined as both the natural and built features of the landscape that contribute to the public's experience and appreciation of the environment. Depending on the extent to which a project's presence would alter the perceived visual character and quality of the environment, a visual or aesthetic impact may occur.

The analysis of impacts considers the annexation into the city and future development of the project site per the project's conceptual development plan (see Chapter 2) and acknowledges the physical changes to the existing setting. The project site was observed and photo documented in its surrounding context. Impacts to the existing environment of the project site were determined by the contrast between the site's existing visual setting and the proposed development that would be allowed with implementation of the project.

The project would involve the annexation of the project site into the City limits and would therefore be subject to the City's local regulations and ordinances. The City's General Plan and Municipal Code were reviewed for policy instruction relative to visual resources and design policy. The visual receptors to the aesthetic alteration of the project site would be inhabitants of the surrounding residential land uses as well as motorists, cyclists, and pedestrians traveling along SR 135, UVP, Orcutt Road, Hummel Drive, Mooncrest Lane, and other surrounding public roadways and areas. Views from private property such as backyards, front yards, interior living spaces, or private roadways are not considered public and are not

analyzed under CEQA. Accordingly, views from the private residences surrounding the project site are not discussed in this impact analysis.

4.1.5 Project-Specific Impacts and Mitigation Measures

Would the project have a substantial adverse effect on a scenic vista?

Scenic vistas are often panoramic views that have high quality compositional and picturesque value. Scenic views in the city of Santa Maria and surrounding areas primarily include the quality viewshed composition of hills east of U.S. 101, combined with natural and agricultural land uses in the mid-ground.

The project site lies within the City's Sphere of Influence (SOI) and is included within the General Plan planning area. The City's General Plan Environmental RME does not identify or designate any scenic vistas within the planning area. Therefore, the project site is not located within a designated scenic vista. Additionally, the project site has been previously identified and planned for urban development and is primarily surrounded by existing development. It is recognized that implementation of the project would allow commercial and residential development that would convert existing views within the immediate vicinity of the project site from undeveloped to developed; however, it would not alter a site that has been designated as a scenic vista and would not substantially alter larger panorama views of surrounding hillsides or scenic views. Therefore, implementation of the project would not have a substantial adverse effect on a scenic vista and impacts would be *less than significant*.

AES Impact 1
The project would not have a substantial effect on a scenic vista; impacts would be less than significant.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Impacts related to scenic vistas would be less than significant.</i>

Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

There are no designated or eligible State Scenic Highways located within the project site. The California State Scenic Highway Program identifies a section of U.S. 101, located approximately 1.5 miles east of the project site, as eligible for State Scenic Highway designation, but it is not officially designated (Caltrans 2019). The project site is not visible from U.S. 101. Further, there are no designated historic buildings located on or near the project site. For these reasons, *no impacts* would occur to scenic resources within a State Scenic Highway.

AES Impact 2
The project would not substantially damage scenic resources within a State Scenic Highway.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>No impacts would occur to scenic resources within a State Scenic Highway.</i>

In nonurbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings, or in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality?

Implementation of the project would allow for change in the existing visual character of the project site from its undeveloped state to developed in the form of commercial and high-density residential uses. As described in Section 4.1.1 and shown in the Key View photographs (see Figures 4.1-2 through 4.1-9), the existing visual character of the project site is undeveloped with low-lying non-native grasses, scattered native scrub vegetation, and approximately 11 acres of trees, including stands of non-native eucalyptus and landscape trees (referred to as an ornamental woodland), as well as several coast live oaks around the site. No natural drainage or riparian features are present on the project site. The disturbed nature of the vegetation on the site is visible, and is expected to be a result of recent construction and vegetation management (mowing/discing).

Future build-out of the proposed project would include the removal of all or most of the existing vegetation on-site to accommodate development. Future development would be required to include landscaping that meets the City's landscaping regulations. Project implementation would result in a notable change in the existing visual character of the site from undeveloped to developed. Inhabitants of the surrounding residential land uses as well as motorists, cyclists, and pedestrians traveling along SR 135, UVP, Orcutt Road, Hummel Drive, Mooncrest Lane, and other public roadways and surrounding areas would notice this visual change.

The County has identified both SR 135 and UVP as public view corridors that provide prominent views of the area (County of Santa Barbara 2020). As described in Chapter 2, the conceptual development plan proposes commercial uses primarily concentrated on the frontages of SR 135 and along UVP. The northern portion of the project site (north of UVP) would support the majority of the proposed commercial uses. Additional commercial uses are proposed along the southwestern portion of the site adjacent to SR 135, whereas high-density residential uses would be situated in the southeastern portion of the project site (south of UVP and east of Orcutt Road). Future commercial and high-density residential uses would be visible from the surrounding roadways.

The housing density of the project would be of higher density when compared to the surrounding residential land uses in the project's immediate vicinity, particularly the single-family homes to the north and the south, the condominiums in the Foxenwood development to the west, and the Mariposa Townhomes located directly east of the project site. However, there are additional higher density residential developments, including the Parke West Apartments and Bradley Gardens, both located to the east of the project site. It is noted that future residential uses allowed by the project would be higher in

scale and density than these existing residential uses and project implementation would change the visual character of the project site as described. However, the project site has been previously planned for commercial and high-density residential development. The County's Orcutt Community Plan provides a land use designation of Mixed Commercial/Residential, which allows for general commercial, office and professional, and residential uses at a density of 3.3 dwelling units per acre. The County also provides a zoning designation of Retail Commercial (C-2) which allows for a mixed-use project with a residential component with the approval of a Minor Conditional Use Permit (MCUP). Additionally, the City's General Plan Land Use Element also provides a planned land use designation for the project site since it is located within the City's SOI. The City has identified a planned land use designation of Commercial/Professional Office for the project site, which would allow for office development as well as complementary commercial uses. Therefore, the project, including the pre-zoning of the site to PD/C-2 for retail commercial and PD/R-3 for high density residential as shown in the conceptual development plan, would be consistent with the existing and proposed zoning and land use designations. The project would be consistent with several of the goals, policies, and objectives set forth in the City's General Plan Land Use Element related to visual character, including Goal L.U.1 (Community Character), which seeks to maintain and improve the existing character of the community as the industrial and commercial retail center for northern Santa Barbara County and southern San Luis Obispo County. Additionally, the project would provide consistency with Policy L.U.1 and Objective L.U.1a, which promote the balanced mix of compatible land uses and the establishment of residential areas that provide a variety of housing types while maintaining neighborhood integrity through proper design standards. Further, Goal L.U.10 and Policy 10b promote high-quality commercial development and the design of neighborhood commercial centers so they serve the needs of surrounding residents. While the project would remove existing trees and vegetation, in potential conflict with the General Plan's RME Policy 3 to protect and preserve biological resources and expand the urban forest, existing trees are predominantly non-native and ornamental and any future development within the project site would be required to meet the landscaping standards of the City Municipal Code (Section 12-44), including tree replacement requirements.

Any proposed future development at the project site would be required to adhere to the guidance set forth in City Municipal Code Section 12-39 for design review, ensuring height and setback requirements are met and all structures are visually complementary to surrounding uses. Additionally, Municipal Code Section 12-44 provides landscape standards to ensure the installation of landscape features that provide the appropriate buffers to soften views of new buildings. With adherence to the City's development and landscape standards, project implementation would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, nor conflict with applicable zoning and other regulations governing scenic quality and impacts would be *less than significant*.

AES Impact 3
With adherence to the City's development and landscape standards, the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, nor conflict with applicable zoning and other regulations governing scenic quality; impacts would be less than significant.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Impacts related to visual character would be less than significant.</i>

Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Implementation of the project would introduce new sources of light at the project site, including streetlights, parking lot lights, exterior landscape lighting, and lighting related to future commercial and residential uses. Lights would be installed to illuminate interior and exterior building areas, parking areas, and walkways. Although the project is mostly surrounded by development, any new source of light would cause increased levels of nighttime lighting, which could potentially affect the visual quality of the project site. In addition, the project site is located within Airport Approach Area (Safety Zone 2) for the Santa Maria Public Airport as designated in the adopted 1993 ALUP. The Draft 2022 ALUCP identifies the project site as being located within the AIA Review Area 1 and Safety Zones 2, 4, and 6. Proposed development in these designated zones is required to prohibit sources of glare or bright lights as well as distracting lights that could be mistaken for airport lights.

Any development allowed by the project would be required to be designed in accordance with lighting and glare requirements set forth in the City's Municipal Code as listed above in Section 4.1.2 to ensure light fixtures are in scale with the overall design concept of the project, to prohibit reflective or shiny building materials, and direct lighting away from residential properties and public streets in such a manner as not to create a public or private nuisance, or safety hazard (i.e., Sections 12-8.16, 12-33.210, and Section 12-39). In addition, Municipal Code Sections 12-28.05 and 12-32.20, and City Standard S-106, provide required specifications for street and alley lights.

Furthermore, any new sources of light and glare are to be developed in compliance with Municipal Code Sections 12-21 and 12-24, which regulate lighting arrangement, interference, and use of reflective materials, developed in accordance with applicable standards and regulations set forth in the ALUCP as well as policies established by the FAA and advisory circulars.

Given that any development pursuant to the project would be subject to the requirements of the City's Municipal Code, the Engineering Division City Standards, and the requirements of the ALUCP and FAA, implementation of the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area and impacts would be *less than significant*.

AES Impact 4
The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area; impacts would be less than significant.
<i>Mitigation Measures</i>
<i>No mitigation is required.</i>
<i>Residual Impacts</i>
<i>Impacts related to light and glare would be less than significant.</i>

4.1.6 Cumulative Impacts

The geographic scope of the cumulative impact analysis for aesthetics is the City of Santa Maria and the Orcutt community. Cumulative impacts on aesthetics and visual resources are assumed to be localized; that is, aesthetic changes at a site would not generally impact aesthetics at another site if the sites were not visually connected in some fashion. There are no designated scenic vistas or scenic highways in the

project vicinity. The aesthetic environment surrounding the project site is dominated by views of nearby commercial and residential uses.

No significant aesthetic impacts have been identified for the proposed project; however, cumulative development in the project area would contribute to a gradual intensification of developed land uses. Cumulatively, because individual development proposals would be required to conform to the goals, policies, and regulation of the jurisdiction in which they were proposed (either the City or the County, depending on the exact location of the proposed development project), and because the areas surrounding the project site are predominantly developed and the project site and the surrounding properties are anticipated to be developed, as identified in the City and County's long-range planning documents, anticipated cumulative aesthetic impacts would be less than significant. Therefore, the project would not result in a considerable new contribution to any cumulatively significant impacts related to aesthetics and visual resources and this impact would be *less than significant*.

AES Impact 5
The project would not have potential to result in cumulatively considerable impacts associated with aesthetics; impacts would be less than significant.
<i>Mitigation Measures</i>
<i>No mitigation is required.</i>
<i>Residual Impacts</i>
<i>Cumulative impacts related to aesthetics would be less than significant.</i>

4.2 AIR QUALITY AND GREENHOUSE GAS EMISSIONS

The following setting and impact discussion is based, in part, on the *Air Quality and Greenhouse Gas Impact Assessment* prepared for the Richards Ranch Project (AMBIENT Air Quality and Noise Consulting [AMBIENT] 2022a; Appendix E), which includes an in-depth assessment of existing conditions related to air quality, pertinent regulatory framework, and potential air quality impacts associated with the proposed project.

4.2.1 Existing Conditions

4.2.1.1 Air Quality

REGIONAL METEOROLOGY

Air quality in Santa Barbara County is influenced by a variety of factors, including local topography and meteorological conditions. Across the county, surface and upper-level wind flow vary both seasonally and geographically and inversion conditions common to the area affect the vertical mixing and dispersion of pollutants. The prevailing wind flow patterns in the county are not characterized by those that cause high ozone values, which are often associated with atypical wind flow patterns. Semi-permanent high pressure that lies off the Pacific Coast leads to limited rainfall of approximately 18 inches per year and contributes to the county's warm, dry summers and relatively damp winters. Maximum summer temperatures average about 70 degrees Fahrenheit (°F) near the coast and 80°F to 90°F in inland areas. During winter, average minimum temperatures range from approximately 40°F along the coast to 30°F in inland areas. Cool, humid, marine air along the coast results in frequent fog and low clouds during the night and morning hours in late spring and early summer. The fog and low clouds can persist for several days until broken up by a change in the weather pattern.

In the northern portion of the county (north of the ridgeline of the Santa Ynez Mountains), the sea breeze (from sea to land) is typically northwesterly throughout the year, while the prevailing sea breeze in the southern portion of the county is from the southwest. During summer, the sea breeze is stronger and persists later into the night. At night, the sea breeze weakens and is replaced by light land breezes (from land to sea). The alternating land-sea breeze cycle contributes to a “sloshing” effect, where pollutants are swept offshore at night and are carried back onshore during the day. This effect is exacerbated during periods when wind speeds are low. The terrain around Point Conception, combined with the change in orientation of the coastline from north-south to east-west, can cause counterclockwise circulation (eddy) to form east of the Point. These eddies fluctuate temporally and spatially, often leading to highly variable winds along the southern coastal strip. Point Conception also marks the change in the prevailing surface winds from northwesterly to southwesterly.

Santa Ana winds are northeasterly winds that primarily occur during the fall and winter and occasionally in the spring. Santa Ana winds are warm, dry winds that originate in the high inland desert and descend down the slopes of a mountain range. Wind speeds associated with Santa Ana winds are approximately 15 to 20 miles per hour (mph), and may reach speeds in excess of 60 mph. During Santa Ana conditions, pollutants emitted in Santa Barbara County, Ventura County, and the South Coast Air Basin (the Los Angeles region) are moved out to sea. These pollutants can then be moved back onshore into Santa Barbara County in what is called a “post-Santa Ana condition.” The effects of the post-Santa Ana condition can be experienced throughout the county. However, not all post-Santa Ana conditions lead to high pollutant concentrations in Santa Barbara County.

Upper-level winds (measured at Vandenberg Air Force Base once each morning and afternoon) generally occur from the north or northwest throughout the year; however, occurrences of southerly and easterly winds may occur during the morning hours in the winter. Upper-level winds from the south and east are infrequent during the summer and are usually associated with periods of high ozone levels. Surface and upper-level winds can move pollutants that originate in other areas into the county.

Surface temperature inversions that occur between 0 and 500 feet above ground level are most frequent during the winter, and subsidence inversions that occur between 1,000 and 2,000 feet above ground level are most frequent during the summer. Inversions are described as an increase in temperature with height and are directly related to the stability of the atmosphere. Inversions act as a cap to pollutants that are emitted below or within them and ozone concentrations are often higher directly below the base of elevated inversions than at the surface. Thus, elevated monitoring sites may occasionally record higher ozone concentrations than sites at lower elevations. Typically, an inversion with a low base height and high rate of temperature increase from the base to the top would have a more pronounced effect on inhibiting vertical dispersion. The subsidence inversion is very common during summer along the California coast and is one of the principal causes of air stagnation.

Poor air quality is typically associated with air stagnation, which is described as high stability or restricted air movement. Therefore, it is reasonable to expect a higher frequency of pollution events in the southern portion of the county where light winds are frequently observed, as opposed to the northern part of the county where the prevailing winds are usually strong and persistent (AMBIENT 2022a).

REGIONAL ATMOSPHERIC STABILITY AND DISPERSION

Air pollutant concentrations are primarily determined by the amount of pollutant emissions in an area and the degree to which pollutants are dispersed into the atmosphere. The stability of the atmosphere is one of the key factors affecting pollutant dispersion. Atmospheric stability regulates the amount of vertical and horizontal air exchange or mixing that can occur within a given air basin. Restricted mixing and low wind speeds are generally associated with a high degree of stability in the atmosphere. These conditions are characteristic of temperature inversions.

In the atmosphere, air temperatures generally decrease as altitude increases. However, at varying distances above the surface of the earth, a reversal of this gradient may occur. This condition reflects an inversion, which is characterized by a warm layer of air above a layer of cooler layer of air and limits the vertical dispersion of pollutants. The height of the inversion determines the size of the mixing volume trapped below. Inversion strength or intensity is measured by the thickness of the layer and the difference in temperature between the base and the top of the inversion. The strength of the inversion determines the rate at which it can be broken by winds or solar heating.

Several types of inversions are common within the county. Weak, surface inversions are caused by radiational cooling of air in contact with the cold surface of the earth at night. In valleys and low-lying areas of the county, this condition is intensified by the addition of cold air flowing downslope from the hills and pooling on the valley floor. Surface inversions are a common occurrence during the winter months, particularly on cold mornings when the inversion is strongest. As the morning sun warms the earth and the air near the ground, the inversion lifts and gradually dissipates as the day progresses. During the late spring and early summer months, cool air over the ocean may encroach under the relatively warmer air over land, resulting in a marine inversion. Marine inversions may restrict dispersion along the coast but are typically shallow and dissipate with surface heating.

In the summertime, the presence of the Pacific high-pressure cell may cause the upper air mass to descend, resulting in compressional heating, which warms the air mass to a temperature higher than the air below. This highly stable atmospheric condition reflects a subsidence inversion, which is common

along the California coast and acts as a cap to the vertical mixing of pollutants. The base of the inversion typically ranges from 1000 to 2,500 feet above sea level. The strength of these inversions makes them difficult to disrupt. Consequently, subsidence inversions may persist for one or more days, causing air stagnation and the buildup of pollutants. Typically, highest or worst-case ozone levels are often associated with the presence of this type of inversion (AMBIENT 2022a).

REGIONAL CRITERIA AIR POLLUTANTS

For the protection of public health and welfare, the federal Clean Air Act (CAA) required that the U.S. Environmental Protection Agency (USEPA) establish National Ambient Air Quality Standards (NAAQS) for various air pollutants. These pollutants are referred to as “criteria” pollutants because the USEPA publishes criteria documents to justify the choice of standards. These standards define the maximum amount of an air pollutant that can be present in ambient air without harm to the public’s health. An ambient air quality standard is generally specified as a concentration averaged over a specific time period, such as 1 hour, 8 hours, 24 hours, or 1 year. The different averaging times and concentrations are meant to protect against different exposure effects. The CAA also allows States to adopt additional or more health-protective standards. The air quality regulatory framework and ambient air quality standards are discussed in greater detail in Section 4.2.2, Regulatory Setting.

REGIONAL AND LOCAL HUMAN HEALTH AND WELFARE EFFECTS

Table 4.2.-1 below summarizes common air pollutants, their sources, and the potential adverse health effects associated with human exposure to these pollutants.

Table 4.2-1. State and Federal Criteria Air Pollutant Effects and Sources

Pollutant	Human Health and Welfare Effects	Typical Sources
Ozone (O ₃)	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants. Biogenic volatile organic compounds may also contribute.	Low-altitude ozone is almost entirely formed from reactive organic gases (ROG)/volatile organic compounds and nitrogen oxides (NOx) in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.
Respirable particulate matter (PM ₁₀)	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many toxic and other aerosol and solid compounds are part of PM ₁₀ .	Dust- and fume-producing industrial and agricultural operations; combustion smoke and vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources.
Fine particulate matter (PM _{2.5})	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter—a toxic air contaminant—is in the PM _{2.5} size range. Many toxic and other aerosol and solid compounds are part of PM _{2.5} .	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NOx, sulfur oxides (SOx), ammonia, and ROG.
Carbon monoxide (CO)	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Nitrogen dioxide (NO ₂)	Irritating to eyes and respiratory tract. Color’s atmosphere reddish brown. Contributes to acid rain and nitrate contamination of stormwater. Part of the “NOx” group of ozone precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; industrial operations.

Pollutant	Human Health and Welfare Effects	Typical Sources
Sulfur dioxide (SO ₂)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.
Lead (Pb)	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also, a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from older gasoline use may exist in soils along major roads.
Visibility-reducing particles	Reduces visibility. Produces haze. NOTE: not directly related to the Regional Haze program under the federal Clean Air Act, which is oriented primarily toward visibility issues in National Parks and other "Class I" areas. However, some issues and measurement methods are similar.	See particulate matter above. May be related more to aerosols than to solid particles.
Sulfate	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.
Hydrogen sulfide	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as: refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.
Vinyl chloride	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes.

Source: AMBIENT (2022a)

Odors

Typically, odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from the psychological (i.e., irritation, anger, or anxiety) to the physiological, including circulatory and respiratory effects, nausea, vomiting, and headaches. Neither the state nor the federal governments have adopted rules or regulations for the control of odor sources. However, odors are applicable to Santa Barbara County Air Pollution Control District (SBCAPCD) Rule 303, Nuisance, which is described under Section 4.2.1.2, Local Setting, below.

Toxic Air Contaminants

Toxic air contaminants (TACs) are air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air, but due to their high toxicity, they may pose a threat to public health even at very low concentrations.

Because there is no threshold level below which adverse health impacts are not expected to occur, TACs differ from criteria pollutants for which acceptable levels of exposure can be determined and for which federal and state governments have set ambient air quality standards. TACs, therefore, are not considered "criteria pollutants" under either the federal CAA or the California Clean Air Act (CCAA) and are thus not subject to the NAAQS or California Ambient Air Quality Standards (CAAQS). Instead, the USEPA and California Air Resources Board (CARB) regulate Hazardous Air Pollutants (HAPs), which are defined as pollutants that are known or suspected to cause cancer or other serious health effects, and TACs, respectively, through statutes and regulations that generally require the use of the maximum or

best available control technology to limit emissions. In conjunction with SBCAPCD rules, these federal and state statutes and regulations establish the regulatory framework for TACs. At the national level, the USEPA has established National Emission Standards for HAPs (NESHAPs), in accordance with the requirements of the CAA and subsequent amendments. These are technology-based source-specific regulations that limit allowable emissions of HAPs.

Within California, TACs are regulated primarily through the Tanner Air Toxics Act (Tanner Act; Assembly Bill [AB] 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (Air Toxics Hot Spots Act; AB 2588). The Tanner Act sets forth a formal procedure for the CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before the CARB designates a substance as a TAC. Existing sources of TACs that are subject to the Air Toxics Hot Spots Act are required to 1) prepare a toxic emissions inventory, 2) prepare a risk assessment if emissions are significant, 3) notify the public of significant risk levels, and 4) prepare and implement risk reduction measures.

At the state level, the CARB has authority for the regulation of emissions from motor vehicles, fuels, and consumer products. Most recently, diesel particulate matter (DPM) was added to the CARB list of TACs. DPM is the primary TAC of concern for mobile sources. Of all controlled TACs, emissions of DPM are estimated to be responsible for about 70% of the total ambient TAC risk. The CARB has made the reduction of the public's exposure to DPM one of its highest priorities, with an aggressive plan to require cleaner diesel fuel and cleaner diesel engines and vehicles (CARB 2005).

At the local level, air districts have authority over stationary or industrial sources. For SBCAPCD, if a project may emit TACs, or if toxic contaminants may already be present at the project site, and there are sensitive receptors nearby, a screening health risk assessment using worst-case scenario assumptions may be warranted.

Common TACs, their sources, and effects on public health and welfare are summarized below.

- **Diesel Particulate Matter (DPM)** was identified as a TAC by the CARB in August 1998. DPM is emitted from both mobile and stationary sources. In California, on-road diesel-fueled vehicles contribute approximately 40% of the statewide total, with an additional 57% attributed to other mobile sources such as construction and mining equipment, agricultural equipment, and transport refrigeration units. Stationary sources, contributing about 3% of emissions, include shipyards, warehouses, heavy equipment repair yards, and oil and gas production operations. Emissions from these sources are from diesel-fueled internal combustion engines. Stationary sources that report DPM emissions also include heavy construction, manufacturers of asphalt paving materials and blocks, and diesel-fueled electrical generation facilities (AMBIENT 2022a).

In October 2000, the CARB issued a report entitled *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*, which is commonly referred to as the Diesel Risk Reduction Plan. The Diesel Risk Reduction Plan provides a mechanism for combating the DPM problem. The goal of the Diesel Risk Reduction Plan is to reduce concentrations of DPM by 85% by the year 2020, in comparison to year 2000 baseline emissions. The key elements of the Diesel Risk Reduction Plan are to clean up existing engines through engine retrofit emission control devices, to adopt stringent standards for new diesel engines, and to lower the sulfur content of diesel fuel to protect new, and very effective, advanced technology emission control devices on diesel engines. When fully implemented, the Diesel Risk Reduction Plan will significantly reduce emissions from both old and new diesel-fueled motor vehicles and from stationary sources that burn diesel fuel. In addition to these strategies, the CARB continues to promote the use of alternative fuels and electrification.

Exposure to DPM can have immediate health effects. DPM can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. In studies with human volunteers, exposure to DPM was shown to also cause inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks. The elderly (i.e., people of 65 years in age or older) and people with emphysema, asthma, and chronic heart and lung disease are especially sensitive to fine-particle pollution. Because the lungs and respiratory systems of children (i.e., people of 17 years in age or younger) are still developing, they are also more susceptible than healthy adults to fine particles. Exposure to fine particles is associated with increased frequency of childhood illnesses and can also reduce lung function in children. In California, DPM has been identified as a carcinogen.

- **Acetaldehyde** is a federal hazardous air pollutant. The CARB identified acetaldehyde as a TAC in April 1993. Acetaldehyde is both directly emitted into the atmosphere and formed in the atmosphere as a result of photochemical oxidation. Sources of acetaldehyde include emissions from combustion processes such as exhaust from mobile sources and fuel combustion from stationary internal combustion engines, boilers, and process heaters. A majority of the statewide acetaldehyde emissions can be attributed to mobile sources, including on-road motor vehicles, construction and mining equipment, aircraft, recreational boats, and agricultural equipment. Area sources of emissions include the burning of wood in residential fireplaces and woodstoves. The primary stationary sources of acetaldehyde are from fuel combustion from the petroleum industry.

Acute exposure to acetaldehyde results in effects including irritation of the eyes, skin, and respiratory tract. Symptoms of chronic intoxication of acetaldehyde resemble those of alcoholism. The USEPA has classified acetaldehyde as a probable human carcinogen. In California, acetaldehyde was classified on April 1, 1988, as a chemical known to the state to cause cancer.

- **Benzene** is highly carcinogenic and occurs throughout California. The CARB identified benzene as a TAC in January 1985. A majority of benzene emitted in California (roughly 88%) comes from motor vehicles, including evaporative leakage and unburned fuel exhaust. These sources include on-road motor vehicles, recreational boats, off-road recreational vehicles, and lawn and garden equipment. Benzene is also formed as a partial combustion product of larger aromatic fuel components. To a lesser extent, industry-related stationary sources are also sources of benzene emissions. The primary stationary sources of reported benzene emissions are crude petroleum and natural gas mining, petroleum refining, and electric generation that involves the use of petroleum products. The primary area sources include residential combustion of various types such as cooking and water heating.

Acute inhalation exposure to benzene may cause drowsiness, dizziness, and headaches, as well as eye, skin, and respiratory tract irritation, and, at high levels, unconsciousness. Chronic inhalation exposure has caused various disorders in the blood, including reduced numbers of red blood cells and aplastic anemia, in occupational settings. Reproductive effects have been reported for women exposed by inhalation to high levels, and adverse effects on the developing fetus have been observed in animal tests. Increased incidences of leukemia (cancer of the tissues that form white blood cells) have been observed in humans occupationally exposed to benzene. The USEPA has classified benzene as a known human carcinogen for all routes of exposure.

- **1,3-butadiene** was identified by the CARB as a TAC in 1992. Most of the emissions of 1,3-butadiene are from incomplete combustion of gasoline and diesel fuels. Mobile sources account for a majority of the total statewide emissions. Additional sources include agricultural waste burning, open burning associated with forest management, petroleum refining, manufacturing of synthetics and human-made materials, and oil and gas extraction. The primary natural sources of 1,3-butadiene emissions are wildfires.

Acute exposure to 1,3-butadiene by inhalation results in irritation of the eyes, nasal passages, throat, and lungs. Epidemiological studies have reported a possible association between 1,3-butadiene exposure and cardiovascular diseases. Epidemiological studies of workers in rubber plants have shown an association between 1,3-butadiene exposure and increased incidence of leukemia. Animal studies have reported tumors at various sites from 1,3-butadiene exposure. In California, 1,3-butadiene has been identified as a carcinogen.

- **Carbon tetrachloride** was identified by the CARB as a TAC in 1987. The primary stationary sources reporting emissions of carbon tetrachloride include chemical and allied product manufacturers and petroleum refineries. In the past, carbon tetrachloride was used for dry cleaning and as a grain-fumigant. Usage for these purposes is no longer allowed in the United States. Carbon tetrachloride has not been registered for pesticidal use in California since 1987. Also, the use of carbon tetrachloride in products to be used indoors has been discontinued in the United States. The statewide emissions of carbon tetrachloride are small (about 1.96 tons per year), and background concentrations account for most of the health risk.

The primary effects of carbon tetrachloride in humans are on the liver, kidneys, and central nervous system. Human symptoms of acute inhalation and oral exposures to carbon tetrachloride include headache, weakness, lethargy, nausea, and vomiting. Acute exposures to higher levels and chronic (long-term) inhalation or oral exposure to carbon tetrachloride produces liver and kidney damage. Human data on the carcinogenic effects of carbon tetrachloride are limited. Studies in animals have shown that ingestion of carbon tetrachloride increases the risk of liver cancer. In California, carbon tetrachloride has been identified as a carcinogen.

- **Hexavalent chromium** was identified by the CARB as a TAC in 1986. Sources of hexavalent chromium include industrial metal finishing processes, such as chrome plating and chromic acid anodizing, and firebrick lining of glass furnaces. Other sources include mobile sources, including gasoline motor vehicles, trains, and ships.

The respiratory tract is the major target organ for hexavalent chromium toxicity, for acute and chronic inhalation exposures. Shortness of breath, coughing, and wheezing were reported from a case of acute exposure to hexavalent chromium, while perforations and ulcerations of the septum, bronchitis, decreased pulmonary function, pneumonia, and other respiratory effects have been noted from chronic exposure. Human studies have clearly established that inhaled hexavalent chromium is a human carcinogen, resulting in an increased risk of lung cancer. In California, hexavalent chromium has been identified as a carcinogen.

- **Para-Dichlorobenzene** was identified by the CARB as a TAC in April 1993. The primary area-wide sources that have reported emissions of para-dichlorobenzene include consumer products such as non-aerosol insect repellants and solid/gel air fresheners. These sources contribute nearly all of the statewide para-dichlorobenzene emissions.

Acute exposure to para-dichlorobenzene via inhalation results in irritation to the eyes, skin, and throat in humans. In addition, long-term inhalation exposure may affect the liver, skin, and central nervous system. The USEPA has classified para-dichlorobenzene as a possible human carcinogen.

- **Formaldehyde** was identified by the CARB as a TAC in 1992. Formaldehyde is both directly emitted into the atmosphere and formed in the atmosphere as a result of photochemical oxidation. Photochemical oxidation is the largest source of formaldehyde concentrations in California ambient air. Directly emitted formaldehyde is a product of incomplete combustion. One of the primary sources of directly emitted formaldehyde is vehicular exhaust. Formaldehyde is also used in resins, can be found in many consumer products as an antimicrobial agent, and is also used in

fumigants and soil disinfectants. The primary area sources of formaldehyde emissions include wood burning in residential fireplaces and woodstoves.

Exposure to formaldehyde may occur by breathing contaminated indoor air, tobacco smoke, or ambient urban air. Acute and chronic inhalation exposure to formaldehyde in humans can result in respiratory symptoms, and eye, nose, and throat irritation. Limited human studies have reported an association between formaldehyde exposure and lung and nasopharyngeal cancer. Animal inhalation studies have reported an increased incidence of nasal squamous cell cancer. Formaldehyde is classified as a probable human carcinogen.

- **Methylene chloride** was identified by the CARB as a TAC in 1987. Methylene chloride is used as a solvent, a blowing and cleaning agent in the manufacture of polyurethane foam and plastic fabrication, and as a solvent in paint stripping operations. Paint removers account for the largest use of methylene chloride in California, where methylene chloride is the main ingredient in many paint stripping formulations. Plastic product manufacturers, manufacturers of synthetics, and aircraft and parts manufacturers are stationary sources reporting emissions of methylene chloride.

The acute effects of methylene chloride inhalation in humans consist mainly of nervous system effects including decreased visual, auditory, and motor functions, but these effects are reversible once exposure ceases. The effects of chronic exposure to methylene chloride suggest that the central nervous system is a potential target in humans and animals. Human data are inconclusive regarding methylene chloride and cancer. Animal studies have shown increases in liver and lung cancer and benign mammary gland tumors following the inhalation of methylene chloride. In California, methylene chloride has been identified as a carcinogen.

- **Perchloroethylene** was identified by the CARB as a TAC in 1991. Perchloroethylene is used as a solvent, primarily in dry cleaning operations. Perchloroethylene is also used in degreasing operations, paints and coatings, adhesives, aerosols, specialty chemical production, printing inks, silicones, rug shampoos, and laboratory solvents. In California, the stationary sources that have reported emissions of perchloroethylene are dry cleaning plants, aircraft part and equipment manufacturers, and fabricated metal product manufacturers. The primary area sources include consumer products such as automotive brake cleaners and tire sealants and inflators.

Acute inhalation exposure to perchloroethylene vapors can result in irritation of the upper respiratory tract and eyes, kidney dysfunction, and at lower concentrations, neurological effects, such as reversible mood and behavioral changes, impairment of coordination, dizziness, headaches sleepiness, and unconsciousness. Chronic inhalation exposure can result in neurological effects, including sensory symptoms such as headaches, impairments in cognitive and motor neurobehavioral functioning, and color vision decrements. Cardiac arrhythmia, liver damage, and possible kidney damage may also occur. In California, perchloroethylene has been identified as a carcinogen.

ASBESTOS

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

4.2.1.2 Local Setting

AMBIENT AIR QUALITY

The project site is located in the South Central Coast Air Basin, which consists of the San Luis Obispo County, Santa Barbara County, and Ventura County Air Pollutant Control Districts. Within the South Central Coast Air Basin, the air pollutants of primary concern (regarding human health) include ozone (O₃), particulate matter (PM), and carbon monoxide (CO). As depicted in Table 4.2-1, exposure to increased pollutant concentrations of O₃, PM, and CO can result in various heart and lung ailments, cardiovascular and nervous system impairment, and death.

There are several monitoring stations that measure air pollutant concentrations in the South Central Coast Air Basin. The monitoring stations record ambient concentrations of O₃, NO₂, PM_{2.5}, and PM₁₀. The Santa Maria-906 S Broadway Monitoring Station is the closest representative monitoring station with sufficient data to meet USEPA and/or CARB criteria for quality assurance. The most recent ambient monitoring data available include measurement data from 2018 through 2020 (Table 4.2-2).

Table 4.2-2. Summary of Ambient Air Quality Monitoring Data

Pollutant	Monitoring Year		
	2018	2019	2020
Ozone (O₃)			
Maximum concentration (1-hour/8-hour average; ppm)	0.052/0.048	0.059/0.052	0.063/0.059
Number of days state/national 1-hour standard exceeded	0/0	0/0	0/0
Number of days state/national 8-hour standard exceeded	0/0	0/0	0/0
Nitrogen Dioxide (NO₂)			
Maximum concentration (1-hour average; ppb)	40.3	33.7	36.4
Annual average (ppb)	–	5	5
Number of days state/national standard exceeded	0/0	0/0	0/0
Suspended Particulate Matter (PM_{2.5})			
Maximum 24-hour concentration (national/state; µg/m ³)	40.4/40.4	14.7/14.7	88.4/88.4
Annual average national/state (µg/m ³)	6.9/7.0	4.8/4.9	7.9/7.9
Number of days national standard exceeded (estimated/measured)*	1/1	0/0	9/9
Suspended Particulate Matter (PM₁₀)			
Maximum concentration (national/state; µg/m ³)	62.3/61.9	132.5/139.5	113.3/116.4
Number of days state standard exceeded (estimated/measured)*	13.6/13	15.7/15	32.3/32
Number of days national standard exceeded (estimated/measured)*	0.0/0	0.0/0	0.0/0

Source: AMBIENT (2022a)

ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter; – = not available

All data based on ambient concentrations were obtained from the Santa Maria-906 S Broadway Monitoring Station.

* Estimated days are days that measurement would have exceeded the standard had measurements been collected every day. Measured days are those days that an actual measurement was greater than the standard.

As depicted in Table 4.2-2, the federal PM_{2.5} standards were exceeded for 1 day in 2018 and 9 days in 2020. The state PM₁₀ standards were exceeded for 13 days in 2018, and 15 days in 2019, and 32 days in 2020. Measured 1-hour O₃, 8-hour O₃, and NO₂ concentrations did not exceed the state and federal ambient air quality standards in the last 3 years of monitoring.

ODORS

The SBCAPCD does not have an individual rule or regulation that specifically addresses odors; however, odors would be applicable to SBCAPCD Rule 303, Nuisance. Any actions related to odors would be based on citizen complaints to local governments and the SBCAPCD. The SBCAPCD recommends that odor impacts be addressed in a qualitative manner. Such analysis shall determine if the project results in excessive nuisance odors, as defined under the California Code of Regulations, Health and Safety Code Section 41700, air quality public nuisance.

ASBESTOS

NOA is most commonly found in ultramafic rock, including serpentine, near fault zones. NOA is released from ultramafic and serpentine rock when it is broken or crushed. According to the California Geological Survey, the project site is not located in an area with reported ultramafic rock outcroppings and is not in an area with the potential for NOA to occur (California Geological Survey 2011).

The SBCAPCD requires that if a residential building with more than four units or a commercial building is to be demolished or renovated, or the structure is considered a “regulated structure” (e.g., bridges, caissons, etc.), the project proponent must complete SBCAPCD Form ENF-28: Notification for Renovation and Demolition, or APCD Form ENF-28e: EXEMPTION from Notification for Renovation and Demolition, and the SBCAPCD must be notified even if the building does not contain any asbestos. However, if the project is only a renovation, no notification is required unless the renovation involves disturbing a threshold amount of regulated asbestos materials (AMBIENT 2022a). The project site is currently undeveloped and does not contain any buildings or structures that may contain ACM.

TOXIC AIR CONTAMINANTS

No major existing stationary or mobile sources of TACs have been identified in the project area (AMBIENT 2022a).

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, parks and playgrounds, daycare centers, senior care facilities, and hospitals. Land uses located near the project site include a mix of agricultural and residential land uses. The nearest residential land uses include single-family residences located approximately 35-45 feet to the north, east, south, and west.

4.2.1.3 Greenhouse Gas Emissions

EXISTING SETTING

To fully understand global climate change, it is important to recognize the naturally occurring “greenhouse effect” and to define the greenhouse gases (GHGs) that contribute to this phenomenon. Various gases in the earth’s atmosphere, classified as atmospheric GHGs, play a critical role in determining the earth’s surface temperature. Solar radiation enters the earth’s atmosphere from space and

a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Primary GHGs attributed to global climate change are discussed below.

Carbon Dioxide. Carbon dioxide (CO₂) is a colorless, odorless gas. CO₂ is emitted in a number of ways, both naturally and through human activities. The largest source of CO₂ emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO₂ emissions. The atmospheric lifetime of CO₂ is variable because it is so readily exchanged in the atmosphere.

Methane. Methane (CH₄) is a colorless, odorless gas that is not flammable under most circumstances. CH₄ is the major component of natural gas, about 87% by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (enteric fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of methane to the atmosphere. Natural sources of methane include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. Methane's atmospheric lifetime is about 12 years.

Nitrous Oxide. Nitrous oxide (N₂O) is a clear, colorless gas with a slightly sweet odor. N₂O is produced by both natural and human-related sources. Primary human-related sources of N₂O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, acid production, and nitric acid production. N₂O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N₂O is approximately 114 years.

Hydrofluorocarbons. Hydrofluorocarbons (HFCs) are human-made chemicals, many of which have been developed as alternatives to ozone-depleting substances for industrial, commercial, and consumer products. The only significant emissions of HFCs before 1990 were of the chemical HFC-23, which is generated as a byproduct of the production of HCFC-22 (or Freon 22, used in air conditioning applications). The atmospheric lifetime for HFCs varies from just over 1 year for HFC-152a to 270 years for HFC-23. Most of the commercially used HFCs have atmospheric lifetimes of less than 15 years (e.g., HFC-134a, which is used in automobile air conditioning and refrigeration, has an atmospheric life of 14 years).

Perfluorocarbons. Perfluorocarbons (PFCs) are colorless, highly dense, chemically inert, and non-toxic. There are seven PFC gases: perfluoromethane (CF₄), perfluoroethane (C₂F₆), perfluoropropane (C₃F₈), perfluorobutane (C₄F₁₀), perfluorocyclobutane (C₄F₈), perfluoropentane (C₅F₁₂), and perfluorohexane (C₆F₁₄). Natural geological emissions have been responsible for the PFCs that have accumulated in the atmosphere in the past; however, the largest current source is aluminum production, which releases CF₄ and C₂F₆ as byproducts. The estimated atmospheric lifetimes for PFCs ranges from 2,600 to 50,000 years.

Nitrogen Trifluoride. Nitrogen trifluoride (NF₃) is an inorganic, colorless, odorless, toxic, nonflammable gas used as an etchant in microelectronics. NF₃ is predominantly employed in the cleaning of the plasma-enhanced chemical vapor deposition chambers in the production of liquid crystal displays and silicon-

based thin-film solar cells. It has a global warming potential (GWP) of 16,100 carbon dioxide equivalents (CO₂e). While NF₃ may have a lower GWP than other chemical etchants, it is still a potent GHG. In 2009, California listed NF₃ as a high global warming potential GHG to be listed and regulated under AB 32 (Section 38505 Health and Safety Code).

Sulfur Hexafluoride. Sulfur hexafluoride (SF₆) is an inorganic compound that is colorless, odorless, non-toxic, and generally non-flammable. SF₆ is primarily used as an electrical insulator in high-voltage equipment. The electric power industry uses roughly 80% of all SF₆ produced worldwide. Leaks of SF₆ occur from aging equipment and during equipment maintenance and servicing. SF₆ has an atmospheric life of 3,200 years.

Black Carbon. Black carbon is the strongest light-absorbing component of PM emitted from burning fuels such as coal, diesel, and biomass. Black carbon contributes to climate change both directly by absorbing sunlight and indirectly by depositing on snow and by interacting with clouds and affecting cloud formation. The main sources of black carbon in California are wildfires, off-road vehicles (locomotives, marine vessels, tractors, excavators, dozers, etc.), on-road vehicles (cars, trucks, and buses), fireplaces, agricultural waste burning, and prescribed burning (planned burns of forest or wildlands).

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Often, estimates of GHG emissions are presented in CO₂e, which weigh each gas by its GWP. Expressing GHG emissions in CO₂e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted. Table 4.2-3 provides a summary of the GWP for GHG emissions of typical concern in regard to community development projects, based on a 100-year time horizon.

Table 4.2-3. Global Warming Potential for Greenhouse Gases

Greenhouse Gas	Global Warming Potential (100-year)*
Carbon dioxide (CO ₂)	1
Methane (CH ₄)	25
Nitrous dioxide (N ₂ O)	298

Source: AMBIENT (2022a).

* Based on Intergovernmental Panel on Climate Change GWP values for 100-year time horizon.

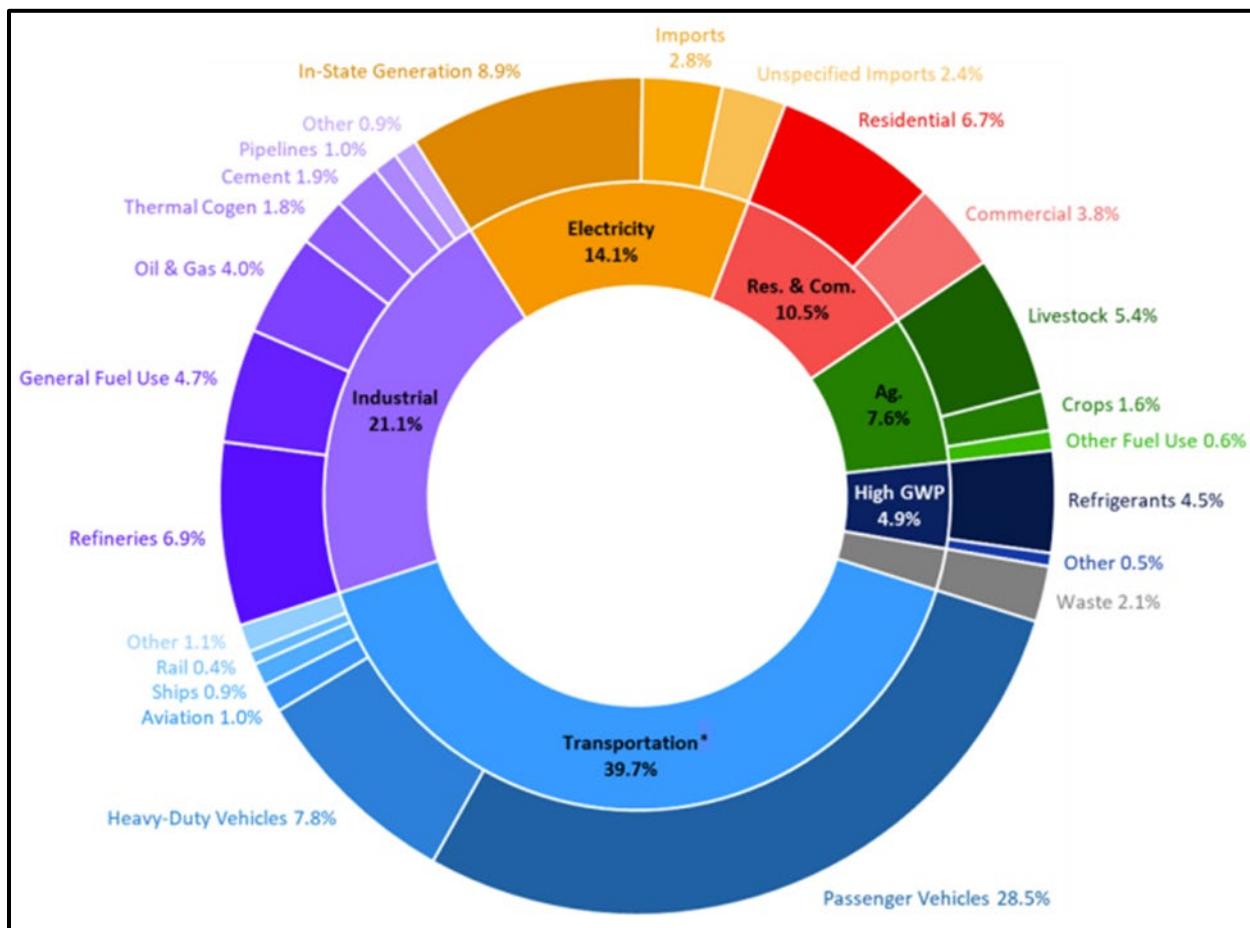
As shown in Table 4.2-3, CH₄ traps over 25 times more heat per molecule than CO₂, and N₂O absorbs roughly 298 times more heat per molecule than CO₂. Additional GHGs with high GWP include NF₃, SF₆, PFCs, and black carbon.

Sources of GHG Emissions

On a global scale, GHG emissions are predominantly associated with activities related to energy production; changes in land use, such as deforestation and land clearing; industrial sources; agricultural activities; transportation; waste and wastewater generation; and commercial and residential land uses. Worldwide, energy production including the burning of coal, natural gas, and oil for electricity and heat is the largest single source of global GHG emissions.

In 2019, GHG emissions within California totaled 418.2 million metric tons (MMT) of CO₂e. California GHG emissions, by sector, are summarized in Figure 4.2-1. Within California, the transportation sector is the largest contributor, accounting for approximately 40% of the total state-wide GHG emissions.

Emissions associated with industrial uses are the second largest contributor, totaling roughly 21%. Electricity generation totaled roughly 14%.



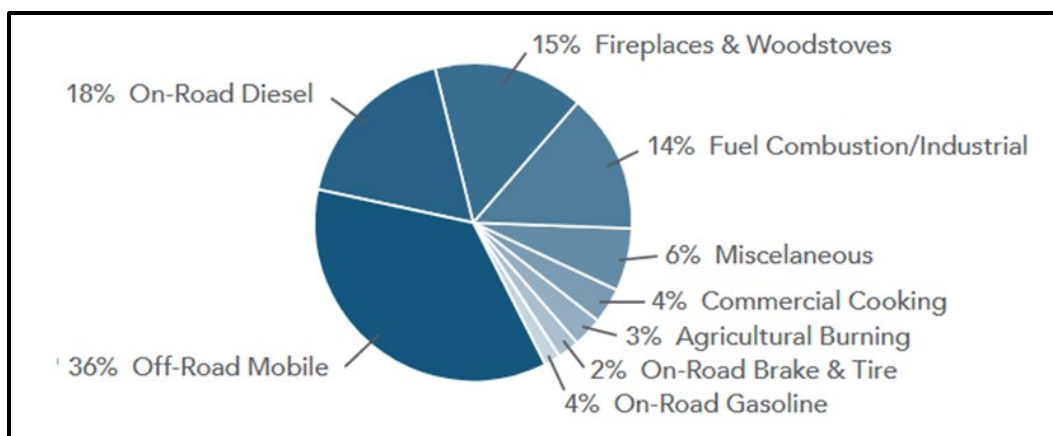
Source: CARB (2021a)

Figure 4.2-1. California GHG emissions inventory by sector.

Short-Lived Climate Pollutants

Short-lived climate pollutants (SLCPs), such as black carbon, fluorinated gases, and CH₄, also have a dramatic effect on climate change. Though short-lived, these pollutants create a warming influence on the climate that is many times more potent than that of carbon dioxide.

As part of the CARB's efforts to address SLCPs, the CARB has developed a statewide emission inventory for black carbon. The black carbon inventory will help support the implementation of the Short-Lived Climate Pollutant Reduction Strategy (SLCP Strategy), but it is not part of the State's GHG Inventory that tracks progress toward the State's climate targets. The most recent inventory for year 2013 conditions is depicted in Figure 4.2-2. As depicted, off-road mobile sources account for a majority of black carbon emissions, totaling roughly 36% of the inventory. Other major anthropogenic sources of black carbon include on-road transportation, residential wood burning, fuel combustion, and industrial processes (CARB 2021b).



Source: CARB (2021b)

Figure 4.2-2. California black carbon emissions inventory (Year 2013).

Effects of Global Climate Change

There are uncertainties as to exactly what the climate changes will be in various local areas of the earth. There are also uncertainties associated with the magnitude and timing of other consequences of a warmer planet: sea-level rise, spread of certain diseases out of their usual geographic range, the effect on agricultural production, water supply, sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, increased air pollution episodes, and the consequence of these effects on the economy.

GHG emissions, and their associated contribution to climate change and resultant impacts, are inherently cumulative. Within California, climate changes would likely alter the ecological characteristics of many ecosystems throughout the state. Such alterations would likely include increases in surface temperatures and changes in the form, timing, and intensity of the precipitation. For instance, historical records are depicting an increasing trend toward earlier snowmelt in the Sierra Nevada. This snowpack is a principal supply of water for the state, providing roughly 50% of the state's annual runoff. If this trend continues, some areas of the state may experience an increased danger of floods during the winter months and possible exhaustion of the snowpack during spring and summer months. Earlier snowmelt would also impact the State's energy resources. Currently, approximately 20% of California's electricity comes from hydropower. Early exhaustion of the Sierra snowpack may force electricity producers to switch to more costly or non-renewable forms of electricity generation during the spring and summer months. A changing climate may also impact agricultural crop yields, coastal structures, and biodiversity. As a result, changes in climate will likely have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry.

4.2.2 Regulatory Setting

4.2.2.1 Federal

U.S. ENVIRONMENTAL PROTECTION AGENCY

At the federal level, the USEPA has been charged with implementing national air quality programs. The USEPA's air quality mandates are drawn primarily from the CAA, which was signed into law in 1970. The USEPA establishes NAAQS for various air pollutants.

FEDERAL CLEAN AIR ACT

The CAA required the USEPA to establish the NAAQS, and also set deadlines for their attainment. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect public welfare from non-health-related adverse effects, such as visibility restrictions. The NAAQS are summarized in Table 4.2-4, below.

Table 4.2-4. Summary of Ambient Air Quality Standards and Attainment Designations

Pollutant	Averaging Time	California Standards		National Standards	
		Concentration*	Attainment Status†	Concentration*	Attainment Status†
Ozone	8 hours	0.070 ppm	A	0.070 ppm	U/A
	1 hour	0.09 ppm (180 µg/m³)	A	—	—
Carbon monoxide	8 hours	9.0 ppm (10 mg/m³)	A	9.0 ppm (10 µg/m³)	A
	1 hour	20.0 ppm (23 mg/m³)	A	35.0 ppm (40 µg/m³)	A
Nitrogen dioxide	annual average	0.030 ppm (56 µg/m³)	A	53 ppb	U/A
	1 hour	0.18 ppm (338 µg/m³)	A	100 ppb	U/A
Sulfur dioxide	annual average	—	—	Revoked	—
	24 hours	0.04 ppm (105 µg/m³)	A	Revoked	—
	1 hour	0.25 ppm (655 µg/m³)	A	75 ppb	‡
Particulate matter (PM ₁₀)	annual arithmetic mean	20 µg/m³	N	Revoked	A
	24 hours	50 µg/m³	N	150 µg/m³	A
Particulate matter – fine (PM _{2.5})	annual arithmetic mean	12 µg/m³	U	12.0 µg/m³	U/A
	24 hours	—	—	35 µg/m³	U/A
Sulfates	24 hours	25 µg/m³	A	—	—
Lead	calendar quarter	—	—	1.5 µg/m³	A
	30 days	1.5 µg/m³	A	—	—
	rolling 3-month	—	—	0.15 µg/m³	U
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m³)	A	—	—
Vinyl Chloride (chloroethene)	24 hours	0.010 ppm (26 µg/m³)	—	—	—

Pollutant	Averaging Time	California Standards		National Standards	
		Concentration*	Attainment Status†	Concentration*	Attainment Status†
Visibility reducing particles	8 hours (1,000 to 1,800 total suspended particles)		A	—	—

* mg/m³ = milligrams per cubic meter; µg/m³ = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion

† A = Attainment; N = Nonattainment; U = Unclassified; U/A = Unclassifiable/Attainment; — = No Standard

‡ = USEPA has not yet made final designations on attainment status

EXECUTIVE ORDER 13514

Issued in October 2009, Executive Order (EO) 13514 is focused on reducing GHGs internally in federal agency missions, programs, and operations. In addition, the executive order directs federal agencies to participate in the Interagency Climate Change Adaptation Task Force, which is engaged in developing a national strategy for adaptation to climate change.

On April 2, 2007, in *Massachusetts v. U.S. EPA*, 549 U.S. 497, the Supreme Court found that GHGs are air pollutants covered by the CAA and that the USEPA has the authority to regulate GHG. The Court held that the USEPA Administrator must determine whether or not emissions of GHGs from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision.

On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator found that the current and projected concentrations of the six key well-mixed GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) in the atmosphere threaten public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator found that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare.

Although these findings did not themselves impose any requirements on industry or other entities, this action was a prerequisite to finalizing the USEPA's Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles, published September 15, 2009. On May 7, 2010, the final Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards were published in the Federal Register.

The USEPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations. These steps were outlined by President Obama in a Presidential Memorandum on May 21, 2010.

The final combined USEPA and NHTSA standards that make up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards require these vehicles to meet an estimated combined average

emissions level of 250 grams of CO₂ per mile (the equivalent to 35.5 miles per gallon if the automobile industry were to meet this CO₂ level solely through fuel economy improvements). Together, these standards will cut GHG emissions by an estimated 960 MMT and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012–2016). On August 28, 2012, the USEPA and NHTSA issued their joint rule to extend this national program of coordinated GHG and fuel economy standards to model years 2017 through 2025 passenger vehicles.

U.S. ENVIRONMENTAL PROTECTION AGENCY STRATEGIC PLAN

The USEPA's fiscal year 2022–2026 strategic plan (Strategic Plan; USEPA 2022) provides a roadmap to achieve the USEPA's and the Biden-Harris Administration's environmental priorities over the next 4 years. The Strategic Plan furthers the agency's commitment to protecting human health and the environment, with an emphasis on historically overburdened and underserved communities. The Strategic Plan includes a strategic goal focused exclusively on addressing climate change, with three primary objectives: 1) reduce emissions that cause climate change; 2) accelerate resilience and adaptation to climate change impacts; and 3) advance international and subnational climate efforts.

4.2.2.2 State

CALIFORNIA AIR RESOURCES BOARD

The CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA of 1988. Other CARB duties include monitoring air quality, in conjunction with air monitoring networks maintained by air pollution control districts and air quality management districts; establishing CAAQS, which in many cases are more stringent than the NAAQS; and setting emissions standards for new motor vehicles. The CAAQS are summarized in Table 4.2-4. The emission standards established for motor vehicles differ depending on various factors, including the model year and the type of vehicle, fuel, and engine used.

CALIFORNIA CLEAN AIR ACT

The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for O₃, CO, SO₂, and NO₂ by the earliest practicable date. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either 1) achieve a 5% annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each non-attainment pollutant or its precursors; or 2) provide for the implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both federal and state planning requirements.

CALIFORNIA ASSEMBLY BILLS 1807 AND 2588: TOXIC AIR CONTAMINANTS

Within California, TACs are regulated primarily through AB 1807 (Tanner Act) and AB 2588 (Air Toxics Hot Spots Act). The Tanner Act sets forth a formal procedure for the CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before the CARB designates a substance as a TAC. Existing sources of TACs that are subject to the Air Toxics Hot Spots Act are required to 1) prepare a toxic emissions inventory, 2) prepare a risk assessment if emissions are significant, 3) notify the public of significant risk levels, and 4) prepare and implement risk reduction measures.

IN-USE OFF-ROAD DIESEL VEHICLE REGULATION

On July 26, 2007, the CARB adopted a regulation to reduce DPM and NO_x emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. The regulation applies to self-propelled diesel-fueled vehicles that cannot be registered and licensed to drive on-road, as well as two-engine vehicles that drive on-road, with the limited exception of two-engine sweepers. Examples include loaders, crawler tractors, skid steers, backhoes, forklifts, airport ground support equipment, water well drilling rigs, and two-engine cranes. Such vehicles are used in construction, mining, and industrial operations. The regulation does not apply to stationary equipment or portable equipment, such as generators. The off-road vehicle regulation establishes emissions performance requirements, reporting, disclosure, and labeling requirements for off-road vehicles and limits unnecessary idling.

ASSEMBLY BILL 1493

AB 1493 (Pavley) of 2002 (Health and Safety Code Sections 42823 and 43018.5) requires the CARB to develop and adopt the nation's first GHG emission standards for automobiles. These standards are also known as Pavley I. The California Legislature declared in AB 1493 that global warming is a matter of increasing concern for public health and the environment. It cites several risks that California faces from climate change, including a reduction in the state's water supply; an increase in air pollution caused by higher temperatures; harm to agriculture; an increase in wildfires; damage to the coastline; and economic losses caused by higher food, water, energy, and insurance prices. The bill also states that technological solutions to reduce GHG emissions would stimulate California's economy and provide jobs. In 2004, the State of California submitted a request for a waiver from federal clean air regulations, as the State is authorized to do under the federal CAA, to allow the State to require reduced tailpipe emissions of CO₂. In late 2007, the USEPA denied California's waiver request and declined to promulgate adequate federal regulations limiting GHG emissions. In early 2008, the State brought suit against the USEPA related to this denial.

In January 2009, President Obama instructed the USEPA to reconsider the Bush Administration's denial of California's and 13 other States' requests to implement global warming pollution standards for cars and trucks. In June 2009, the USEPA granted California's waiver request, enabling the State to enforce its GHG emissions standards for new motor vehicles beginning with the current model year.

In 2009, President Obama announced a national policy aimed at both increasing fuel economy and reducing GHG pollution for all new cars and trucks sold in the United States. The standards covered model years 2012 to 2016. California is committed to further strengthening these standards beginning in 2017 to obtain a 45% GHG reduction from the 2020 model year vehicles.

EXECUTIVE ORDER S-3-05

EO S-3-05 (State of California) proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the executive order established total GHG emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, to the 1990 level by 2020, and to 80% below the 1990 level by 2050.

The EO directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary will also submit biannual reports to the governor and state legislature describing 1) progress made toward reaching the emission targets, 2) impacts of global warming on California's resources, and 3) mitigation and adaptation plans to combat these impacts.

EXECUTIVE ORDER B-30-15

In 2015, Governor Brown signed EO B-30-15, which establishes a California GHG reduction target of 40% below 1990 levels by 2030.

EXECUTIVE ORDER B-55-18

In 2018, Governor Brown signed EO B-55-18, which set a target of statewide carbon neutrality by 2045. CARB has not yet proposed regulations to implement this order. However, the CARB is working on new advanced car regulations to set GHG emission standards for vehicle model years after 2025, with a goal of meeting the 2045 carbon neutrality target. In addition, the *Draft 2022 Scoping Plan Update* (CARB 2022), which assesses progress toward the statutory 2030 target, also lays out a path for achieving carbon neutrality no later than 2045. The draft Scoping Plan is anticipated to be approved in the fall of 2022.

EXECUTIVE ORDER NO. N-19-19

EO N-19-19 (State of California) calls for actions from multiple state agencies to reduce GHG emissions and mitigate the impacts of climate change. This includes a direct acknowledgment of the role the transportation sector must play in tackling climate change.

This executive order empowers the California State Transportation Agency (CalSTA) to leverage more than \$5 billion in discretionary state transportation funds to reduce GHG emissions in the transportation sector and adapt to climate change. Accordingly, CalSTA will work to align transportation spending with the state's Climate Change Scoping Plan (CARB 2017) where feasible; direct investments to strategically support smart growth to increase infill housing production; reduce congestion through strategies that encourage a reduction in driving and invest further in walking, biking, and transit; and ensure that overall transportation costs for low-income Californians do not increase as a result of these policies.

EXECUTIVE ORDER N-79-20

In 2020, Governor Newsom signed EO N-79-20, which calls for elimination of new internal combustion passenger vehicles by 2035. It would end sales of internal combustion passenger vehicles by 2035. It is important to note that the executive order focuses on new vehicle sales for automakers, and therefore does not require Californians to give up the existing cars and trucks they already own.

CLIMATE CHANGE SCOPING PLAN

In October 2008, CARB published its Climate Change Proposed Scoping Plan, which is the State's plan to achieve GHG reductions in California required by AB 32. This initial Scoping Plan contained the main strategies to be implemented in order to achieve the target emission levels identified in AB 32.

The Scoping Plan included CARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The largest proposed GHG reduction recommendations were associated with improving emissions standards for light-duty vehicles, implementing the Low Carbon Fuel Standard program, implementation of energy efficiency measures in buildings and appliances, the widespread development of combined heat and power systems, and developing a renewable portfolio standard for electricity production.

The Scoping Plan states that land use planning and urban growth decisions will play important roles in the state's GHG reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions. The CARB further acknowledges that decisions on how land is used will have large impacts on the GHG emissions that will result from the transportation, housing, industry, forestry, water,

agriculture, electricity, and natural gas emissions sectors. With regard to land use planning, the Scoping Plan expects approximately 5.0 MMT CO₂e will be achieved associated with the implementation of Senate Bill (SB) 375, which is discussed further below.

The initial Scoping Plan was first approved by CARB on December 11, 2008, and is updated every 5 years. CARB approved the first update of the Scoping Plan on May 22, 2014, which looked past 2020 to set mid-term goals (2030–2035) on the road to reaching the 2050 goals. The most recent update is the 2017 Climate Change Scoping Plan, which CARB released in November 2017. The 2017 Climate Change Scoping Plan incorporates strategies for achieving the 2030 GHG-reduction target established in SB 32 and EO B-30-15. Most notably, the 2017 Climate Change Scoping Plan encourages zero net increases in GHG emissions. However, the 2017 Climate Change Scoping Plan recognizes that achieving net zero increases in GHG emissions may not be feasible or appropriate for all projects and that the inability of a project to mitigate its GHG emissions to zero would not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under the California Environmental Quality Act (CEQA).

The CARB has recently released its Draft 2022 Climate Change Scoping Plan Update. The draft Scoping Plan assesses the State's progress toward meeting its target of reducing statewide GHG emissions to 40% below the 1990 levels by 2030, and also lays out a path for achieving carbon neutrality no later than 2045. The draft Scoping Plan is anticipated to be approved in the fall of 2022.

MANDATORY REPORTING OF GHG EMISSIONS

The California Global Warming Solutions Act (AB 32, 2006) requires the reporting of GHGs by major sources to the CARB. Major sources required to report GHG emissions include industrial facilities; suppliers of transportation fuels, natural gas, natural gas liquids, liquefied petroleum gas, and carbon dioxide; operators of petroleum and natural gas systems; and electricity retail providers and marketers.

CAP-AND-TRADE REGULATION

The cap-and-trade regulation is a key element in California's climate plan. It sets a statewide limit on sources responsible for 85% of California's GHG emissions and establishes a price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy. The cap-and-trade rules came into effect on January 1, 2013, and apply to large electric power plants and large industrial plants. In 2015, fuel distributors, including distributors of heating and transportation fuels, also became subject to the cap-and-trade rules.

Under the cap-and-trade regulation, companies must hold enough emission allowances to cover their emissions and are free to buy and sell allowances on the open market. California held its first auction of GHG allowances on November 14, 2012. California's GHG cap-and-trade system is projected to reduce GHG emissions to 1990 levels by the year 2020, and would achieve an approximate 80% reduction from 1990 levels by 2050.

SENATE BILL 32

SB 32 was signed by Governor Brown on September 8, 2016. SB 32 effectively extends California's GHG emission-reduction goals from year 2020 to year 2030. This new emission-reduction target of 40% below 1990 levels by 2030 is intended to promote further GHG reductions in support of the State's ultimate goal of reducing GHG emissions by 80% below 1990 levels by 2050. SB 32 also directs the CARB to update the Climate Change Scoping Plan to address this interim 2030 emission-reduction target.

SENATE BILL 97

SB 97 was enacted in 2007 and requires the Office of Planning and Research to develop, and the Natural Resources Agency to adopt, amendments to the CEQA Guidelines addressing the analysis and mitigation of GHG emissions. Those CEQA Guidelines amendments clarified several points, including the following:

- Lead agencies must analyze the GHG emissions of proposed projects and must reach a conclusion regarding the significance of those emissions.
- When a project's GHG emissions may be significant, lead agencies must consider a range of potential mitigation measures to reduce those emissions.
- Lead agencies must analyze potentially significant impacts associated with placing projects in hazardous locations, including locations potentially affected by climate change.
- Lead agencies may significantly streamline the analysis of GHGs on a project level by using a programmatic GHG emissions reduction plan meeting certain criteria.

CEQA mandates analysis of a proposed project's potential energy use (including transportation-related energy), sources of energy supply and ways to reduce energy demand, including through the use of efficient transportation alternatives.

As part of the administrative rulemaking process, the California Natural Resources Agency developed a Final Statement of Reasons explaining the legal and factual bases, intent, and purpose of the CEQA Guidelines amendments. The amendments to the CEQA Guidelines implementing SB 97 became effective on March 18, 2010.

SENATE BILL 100

SB 100 was signed by Governor Brown on September 10, 2018. SB 100 sets a goal of phasing out all fossil fuels from the state's electricity sector by 2045. SB 100 increases to 60%, from 50%, how much of California's electricity portfolio must come from renewables by 2030. It establishes a further goal to have an electric grid that is entirely powered by clean energy by 2045, which could include other carbon-free sources, like nuclear power, that are not renewable.

SENATE BILL 375

SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or alternative planning strategy that will address land-use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, establishes regional reduction targets for GHGs emitted by passenger cars and light trucks for the years 2020 and 2035. These reduction targets will be updated every 8 years but can be updated every 4 years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or alternative planning strategy for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, funding for transportation projects may be withheld. In 2018, CARB adopted updated SB 375 targets.

CALIFORNIA BUILDING CODE

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 is adopted every 3 years by

the Building Standards Commission. In the interim, the Building Standards Commission also adopts annual updates to make necessary mid-term corrections. The CBC standards apply statewide; however, a local jurisdiction may amend a CBC standard if it makes a finding that the amendment is reasonably necessary due to local climatic, geological, or topographical conditions.

CALIFORNIA GREEN BUILDING STANDARDS CODE

In essence, green buildings standards are indistinguishable from any other building standards. All standards are contained in the California Building Code and regulate the construction of new buildings and improvements. The only practical distinction between green buildings standards and other building standards is that whereas the focus of traditional building standards has been protecting public health and safety, the focus of the California Green Building Standards Code (CALGreen) is to improve environmental performance.

The 2019 Building Energy Efficiency Standards (2019 Standards), previously adopted in May 2018, addressed four key areas: smart residential photovoltaic (PV) systems, updated thermal envelope standards (preventing heat transfer from the interior to the exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements. The 2019 Standards required new residential and nonresidential construction, as well as major alterations to existing structures, to include electric vehicle (EV)-capable parking spaces, which have electrical panel capacity and conduit to accommodate future installation. In addition, the 2019 Standards also required the installation of solar PV systems for low-rise residential dwellings, defined as single-family dwellings and multi-family dwellings up to three stories in height. The solar PV systems are to be sized based on the building's annual electricity demand, the building's square footage, and the climate zone within which the home is located. However, under the 2019 Standards, homes may still rely on other energy sources, such as natural gas. Residential dwellings will use approximately 50% to 53% less energy when in compliance with the 2019 Standards, including the solar PV system mandate, than under the 2016 Standards. Actual reduction will vary depending on various factors (e.g., building orientation, sun exposure). Nonresidential buildings will use about 30% less energy due mainly to lighting upgrades.

The recently updated 2022 Building Energy Efficiency Standards (2022 Standards), which were approved in December 2021, encourage efficient electric heat pumps, establish electric-ready requirements when natural gas is installed and to support the future installation of battery storage, and further expand solar PV and battery storage standards. The 2022 Standards extend solar PV system requirements, as well as battery storage capabilities for select land uses, including high-rise, multi-family, and nonresidential land uses, such as office buildings, schools, restaurants, warehouses, theaters, and grocery stores. Depending on the land use and other factors, solar systems should be sized to meet targets of up to 60% of the structure's loads. These new solar requirements will become effective January 1, 2023, and contribute to California's goal of reaching net-zero carbon footprint by 2045.

SHORT-LIVED CLIMATE POLLUTANT REDUCTION STRATEGY

In March 2017, the CARB adopted the SLCP Strategy, establishing a path to decrease GHG emissions and displace fossil-based natural gas use. Strategies include avoiding landfill methane emissions by reducing the disposal of organics through edible food recovery, composting, in-vessel digestion, and other processes; and recovering methane from wastewater treatment facilities and manure methane at dairies, and using the methane as a renewable source of natural gas to fuel vehicles or generate electricity. The SLCP Strategy also identifies steps to reduce natural gas leaks from oil and gas wells, pipelines, valves, and pumps to improve safety, avoid energy losses, and reduce methane emissions associated with natural gas use. Lastly, the SLCP Strategy also identifies measures that can reduce HFC emissions at national and international levels, in addition to State-level action that includes an incentive program to

encourage the use of low-GWP refrigerants, and limitations on the use of high-GWP refrigerants in new refrigeration and air-conditioning equipment (CARB 2021b).

4.2.2.3 Local

SANTA BARBARA COUNTY AIR POLLUTION CONTROL DISTRICT

The SBCAPCD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded and that air quality conditions within the region are maintained. Responsibilities of the SBCAPCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the CAA and the CCAA.

COUNTY OF SANTA BARBARA PLANNING AND DEVELOPMENT

The County of Santa Barbara (County) does not currently have an applicable Climate Action Plan and is currently in the process of developing a Climate Action Plan that addresses the State's 2030 GHG-reduction targets. The County Planning and Development Department has released interim thresholds and guidelines in order to determine the significance of a proposed project's impacts on the environment until the Climate Action Plan 2030 is adopted. For GHG emissions, the County adopted a screening threshold of 300 metric tons of carbon dioxide equivalent (MTCO₂e) per year for non-industrial stationary sources. Projects that meet or exceed the screening threshold must compare their GHG emissions against an efficiency-based significance threshold. Based on the County's emission reduction targets, an efficiency-based significance threshold of 3.8 MTCO₂e per service population (SP) per year is currently recommended. These recommended interim thresholds apply to unincorporated areas of the county (County of Santa Barbara 2020).

CITY OF SANTA MARIA

The City of Santa Maria has not adopted a greenhouse gas reduction plan. The City is currently in the process of preparing an update to the City's General Plan. The updated General Plan will include goals and policies to address climate adaptation and resilience, as well as to help reduce GHGs associated with transportation and non-transportation emission sources.

4.2.3 Thresholds of Significance

The following thresholds of significance for the effects on air quality are based on Appendix G of the State CEQA Guidelines. An impact is considered significant if the project would:

- a. Conflict with or obstruct implementation of the applicable air quality plan.
- 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.
- c. Expose sensitive receptors to substantial pollutant concentrations.
- d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The following thresholds of significance for the effects on greenhouse gases are based on Appendix G of the State CEQA Guidelines. An impact is considered significant if the project would:

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

Each of these thresholds is discussed under Section 4.2.5, Project-Specific Impacts and Mitigation Measures, below.

4.2.4 Impact Assessment Methodology

The following impact discussion is based, in part, on the *Air Quality and Greenhouse Gas Impact Assessment* prepared for the proposed project (AMBIENT 2022a).

4.2.4.1 Air Quality

A significant impact related to air quality would occur if the proposed project would conflict with an applicable air quality plan, result in a cumulatively considerable net increase in criteria air pollutants above applicable standards, expose sensitive receptors to substantial pollutant concentrations, or result in odors that may affect a substantial number of people. Emissions associated with the construction of the proposed project were calculated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. Project construction is anticipated to occur over an approximately 36-month period beginning in 2024. Construction of proposed land uses was assumed to require grubbing (removal of brush/trees), site preparation, grading, building construction, paving, and application of architectural coatings.

Long-term operational GHG emissions were calculated using the CalEEMod, version 2020.4.0 based on the proposed land uses identified for the project. Mobile-source emissions were calculated based on vehicle trip-generation rates derived from the traffic analysis prepared for this project (Associated Transportation Engineers [ATE] 2022). Vehicle trip distances were based on CalEEMod defaults for northern Santa Barbara County. Electricity intensity factors were adjusted to reflect compliance with the State's Renewables Portfolio Standards.

4.2.4.2 Greenhouse Gas Emissions

A significant impact related to GHGs would occur if the proposed project would generate GHG emissions that exceed established SBCAPCD thresholds or conflict with a plan, policy, or regulation related to GHG emissions. Short-term emissions were quantified using the CalEEMod, version 2020.4.0, based on estimated acreages and building square footage for the proposed project. Other modeling assumptions, including construction equipment requirements, hours of use, worker and vendor vehicle trips, trip distances, and fleet mix were based on model defaults for Santa Barbara County. Neither the SBCAPCD nor the City of Santa Maria has provided guidance on what the amortization period for individual projects should be. The South Coast Air Quality Management District (SCAQMD) recommends a period of 30 years (SCAQMD 2008). In contrast, the San Luis Obispo County Air Pollution Control District recommends a 50-year period for residential projects and a 25-year period for non-residential or commercial projects. To be conservative, the San Luis Obispo County Air Pollution Control District 25-year amortization period was used in this analysis.

Long-term operational GHG emissions were calculated using the CalEEMod. Emissions modeling included quantification of emissions associated with area sources, energy use, and mobile sources. Trip-

generation rates for the proposed land uses were derived from the traffic analysis prepared for this project (ATE 2022). Specific fleet-mix data for the commercial land use were not available and, therefore, were based on the default fleet mix identified in CalEEMod. Intensity factors for Pacific Gas and Electric Company were updated to reflect the Renewable Portfolio Standards (RPS) program requirement for the use of renewable sources. To be conservative, electricity use associated with the installation of solar photovoltaic systems was not included. The project's estimated service population was calculated to total 1,802 (i.e., 1,346 residents and 456 employees). The estimated number of residents was derived from CalEEMod. The estimated number of project employees was based on information derived from the Institute of Transportation Engineers (2022).

4.2.5 Project-Specific Impacts and Mitigation Measures

Would the project conflict with or obstruct implementation of the applicable air quality plan?

SBCAPCD 2019 Ozone Plan

As part of the CCAA, the SBCAPCD is required to develop a plan to achieve and maintain the state ozone standard by the earliest practicable date. The SBCAPCD's 2019 Ozone Plan (previously known as the Clean Air Plan) addresses the attainment and maintenance of state and federal ambient air quality standards. The SBCAPCD adopted the Ozone Plan on December 19, 2019 (SBCAPCD 2019a).

Stationary Source Emissions Inventory

The Ozone Plan outlines the SBCAPCD strategies to reduce ozone-precursor pollutants (i.e., ROG and NO_x) from a wide variety of sources. The Ozone Plan includes a stationary-source control program, which includes control measures for permitted stationary sources, as well as transportation and land use management strategies to reduce motor vehicle emissions. The stationary-source control program is administered by the SBCAPCD. Transportation and land use control measures are implemented at the local or regional level, by promoting and facilitating the use of alternative transportation options, increased pedestrian access and accessibility to community services and local destinations, reductions in vehicle miles traveled, and promotion of congestion management efforts. In addition, local jurisdictions also prepare population forecasts, which the SBCAPCD uses to forecast population-related emissions and air quality attainment, including those contained in the Ozone Plan. Projects that result in population growth above the amount forecasted for that jurisdiction or subregion would be considered inconsistent with the Ozone Plan and may have a significant impact on air quality.

The proposed project would allow for the future development of a mix of land uses, including multi-family residential apartments and townhomes and commercial land uses. In total, the project is expected to result in an increase of approximately 1,346 residents in the city of Santa Maria and the projected number of employees for the commercial land uses would be 456, for a total estimated project population of 1,802. The Santa Barbara County Association of Governments (SBCAG) Regional Growth Forecast 2050 Santa Barbara County indicates that the population of the city of Santa Maria in 2017 was approximately 108,500 (SBCAG 2019b). According to the U.S. Census Bureau, the city of Santa Maria had a population of 109,903 in April 2020 (U.S. Census Bureau 2022). The city's forecasted population is estimated to total approximately 121,900 in 2025 and 133,300 in 2035 (SBCAG 2019b). The proposed project would not result in near-term increases in population that would exceed year 2025 population projections or exceed year 2035 projections. In addition, the project would improve the city's jobs and housing balance by providing additional employment opportunities in the city. Therefore, the project would be consistent with the growth assumptions in the Ozone Plan. In addition, the proposed land uses would not include large industrial stationary sources of air pollutant emissions that would be subject to

SBCAPCD permitting requirements. As a result, the proposed land uses would not conflict with the SBCAPCD's stationary source emissions inventory.

Transportation Control Measures

The Ozone Plan also includes multiple transportation control measures intended to reduce emissions through reductions in trip generation and vehicle miles traveled (VMT). The proposed project includes a mix of land uses and various design features that would increase onsite capture of vehicle trips and reduce the project's overall trip generation. Implementation of the proposed project would not conflict with regional VMT-reduction targets, including those identified in the Regional Transportation Plan/Sustainable Communities Strategy, as required by SB 375. As a result, the proposed project would be consistent with the County's Ozone Plan to reduce mobile-source emissions.

For these reasons noted above, the proposed project would be considered consistent with regional air quality planning efforts, including SBCAPCD's 2019 Ozone Plan and the County's Regional Transportation Plan/Sustainable Communities Strategy.

Santa Barbara County Air Pollution Control District Scope and Content of Air Quality Sections in Environmental Documents

The proposed project would result in short-term increases in emissions associated with construction of future residential and commercial land uses. To be consistent with the standard dust mitigation measures in Section 6.1 of the SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents* (SBCAPCD 2017; based on policies adopted in the 1979 Air Quality Attainment Plan), all projects involving earthmoving activities must implement the standard dust control measures. Standard dust control measures have been identified as mitigation in AQ Impact 2, below. Therefore, the project would be consistent with dust control measures required by the SBCAPCD.

Conclusion

The proposed project would be consistent with the elements of the SBCAPCD Ozone Plan because implementation of the proposed project would not conflict with the SBCAPCD's stationary source emissions inventory and would be consistent with identified mobile-source reduction strategies and dust control measures. Therefore, the project would be consistent with the applicable air quality plans and impacts would be *less than significant*.

AQ Impact 1
The project would not conflict with or obstruct implementation of applicable air quality plans.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Residual impacts would be less than significant.</i>

Would the project 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?

Short-term Construction Emissions

Construction of the proposed project would result in the temporary generation of emissions associated with site grading, paving, motor vehicle exhaust associated with construction equipment and worker trips, as well as the movement of construction equipment on unpaved surfaces. Short-term construction emissions would result in increased emissions of ozone-precursor pollutants (i.e., reactive organic gases [ROG] and NO_x) and emissions of PM. Emissions of ozone-precursors would result from the operation of on- and off-road motorized vehicles and equipment. Emissions of airborne PM are largely dependent on the amount of ground disturbance associated with site preparation activities and can result in increased concentrations of PM that can adversely affect nearby sensitive land uses.

Construction-generated emissions are temporary in duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. The exact timing of future development is currently not known but is anticipated to occur over a span of 4 years, beginning in 2023, with 2024 through 2026 representing full years of construction (see Table 2-6 in Chapter 2, Project Description). A preliminary phasing plan for buildout of the project includes grading of the entire project site to prepare for initial site preparation and infrastructure establishment. Cut and fill on the project site is expected to be balanced (i.e., no importing or exporting of soil). Table 4.2-5 shows the estimated maximum annual emissions associated with construction of the proposed project in comparison with applicable SBCAPCD significance thresholds.

Table 4.2-5. Annual Construction Emissions without Mitigation

Year	ROG	NO _x	CO	SO ₂	FUG PM ₁₀	EXH PM ₁₀	Total PM ₁₀	FUG PM _{2.5}	EXH PM _{2.5}	Total PM _{2.5}
tons per year										
2024	1.37	5.13	5.99	0.01	0.98	0.21	1.19	0.38	0.19	0.57
2025	2.19	4.48	6.44	0.01	0.60	0.16	0.76	0.16	0.15	0.31
2026	1.15	1.82	2.73	0.01	0.26	0.07	0.33	0.07	0.06	0.13
Maximum	2.19	5.13	6.44	0.01	0.98	0.21	1.19	0.38	0.19	0.57
SBCAPCD Significance Thresholds	25	25	-	-	-	-	-	-	-	-
Exceeds Significance Thresholds?	No	No	-	-	-	-	-	-	-	-

Source: AMBIENT (2022a)

Notes: FUG = Fugitive; EXH = Exhaust. Refer to EIR Appendix E for modeling assumptions and results.

Construction emissions would be largely a result of mobile-source emissions associated with construction vehicle and equipment operations anticipated to occur during the building construction phase. As shown in Table 4.2-5, the maximum annual unmitigated construction-generated emissions would total approximately 2.19 tons/year of ROG and 5.13 tons/year of NO_x and would not exceed the SBCAPCD threshold of 25 tons/year for combined ROG and NO_x.

Santa Barbara County currently is in non-attainment for the state standard for PM₁₀. As such, dust control measures are required for all projects that require earthmoving activities, regardless of the significance of

the fugitive dust impacts. Mitigation Measures AQ/mm-2.1 and AQ/mm-2.2 identify dust control measures and mobile-source PM reduction measures to be implemented during project construction. The project would not result in ROG or NO_x emissions above SBCAPCD thresholds, and with implementation of Mitigation Measures AQ/mm-2.1 and AQ/mm-2.2 the project would be consistent with dust control requirements established by the SBCAPCD; therefore, construction-related impacts would be *less than significant with mitigation*.

Long-term Operational Emissions

Long-term operational emissions associated with the proposed project would primarily be associated with mobile sources. Operational emissions would also be generated by area sources, such as landscape maintenance activities, as well as use of electricity and natural gas. Table 4.2-6 shows the project's estimated daily operational emissions in comparison with applicable SBCAPCD significance thresholds.

Table 4.2-6. Daily Operational Emissions without Mitigation

Category	ROG	NO _x	CO	SO ₂	FUG PM ₁₀	EXH PM ₁₀	Total PM ₁₀	FUG PM _{2.5}	EXH PM _{2.5}	Total PM _{2.5}
pounds per day										
Area	16.42	0.47	40.83	0.00	0.00	0.23	0.23	0.00	0.23	0.23
Energy	0.36	3.17	2.08	0.02	0.00	0.25	0.25	0.00	0.25	0.25
Mobile	24.76	23.41	171.70	0.27	31.02	0.71	31.25	8.28	0.21	8.49
Total	41.54	27.05	214.60	0.29	31.02	1.19	31.72	8.28	0.68	8.96
SBCAPCD Significance Thresholds (all sources)	240	240	-	-	-	-	80	-	-	-
Exceeds Significance Thresholds?	No	No	-	-	-	-	No	-	-	-
SBCAPCD Significance Thresholds (mobile sources)	25	25	-	-	-	-	-	-	-	-
Exceeds Significance Thresholds?	No	No	-	-	-	-	-	-	-	-

Source: AMBIENT (2022a)

Notes: FUG = Fugitive; EXH = Exhaust. Totals may not sum exactly due to rounding. Refer to EIR Appendix E for modeling assumptions and results.

As shown in Table 4.2-6, daily operational emissions would total approximately 41.54 pounds/day of ROG, 27.05 pounds/day of NO_x, and 31.72 pounds/day of PM₁₀. Estimated daily operational emissions from all sources of ROG, NO_x, and PM₁₀ would not exceed the SBCAPCD operational thresholds of 240 pounds/day for ROG or NO_x; 25 pounds per day of ROG or NO_x from mobile sources; or 80 pounds/day for PM₁₀. In addition, although not necessary to reduce operational emissions, implementation of Mitigation Measure GHG/mm-2.1 identified in Impact GHG-2, below, would further reduce long-term operational emissions. Operational emissions would not exceed established SBCAPCD thresholds; therefore, impacts would be *less than significant*.

AQ Impact 2	
The project could result in a cumulatively considerable net increase of criteria pollutants that would exceed applicable SBCAPCD thresholds.	
Mitigation Measures	
AQ/mm-2.1	<i>The following construction mitigation measures shall be implemented to minimize short-term construction emissions. All measures shall be shown on grading and building plans.</i> <i>During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 miles per hour. Reclaimed water should be used whenever reasonably available. However, reclaimed water should not be used in or around crops for human consumption.</i> <i>Minimize amount of disturbed area and reduce onsite vehicle speeds to 15 mph or less.</i> <i>If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than 2 days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.</i> <i>Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.</i> <i>After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.</i> <i>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.</i>
AQ/mm-2.2	<i>The following measures shall be implemented to reduce mobile-source emissions:</i> <i>All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program or shall obtain an SBCAPCD permit.</i> <i>Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use Off-Road Diesel Vehicles (Title 13, California Code of Regulations [CCR] §2449), the purpose of which is to reduce NO_x, 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.</i> <i>Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles (13 CCR 2025), the purpose of which is to reduce DPM, NO_x, 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.</i> <i>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 5 minutes; electric auxiliary power units should be used whenever locally available.</i> <i>Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines shall be used to the extent locally available.</i> <i>On-road heavy-duty equipment with model year 2010 engines or newer shall be used to the extent locally available.</i>

AQ Impact 2	
	g. Diesel-powered equipment shall be replaced by electric equipment whenever available. h. Equipment/vehicles using alternative fuels, such as compressed natural gas, liquefied natural gas, propane, or biodiesel, shall be used onsite where locally available. i. Catalytic converters shall be installed on gasoline-powered equipment, if available, 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.
Residual Impacts	
With implementation of the identified mitigation measures, residual impacts would be less than significant with mitigation.	

Would the project expose sensitive receptors to substantial pollutant concentrations?

Naturally Occurring Asbestos

The CARB identifies NOA as a TAC. In accordance with CARB Air Toxics Control Measure, prior to any grading activities, a geologic evaluation should be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request form, along with a copy of the geologic report, must be filed with the local air district. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos Air Toxics Control Measure. The project site is not located within an area identified as having a potential for naturally occurring ultramafic rock and serpentine soils (AMBIENT 2022a); therefore, proposed ground-disturbing activities would not result in disturbance to NOA and impacts would be *less than significant*.

Asbestos-Containing Materials

Demolition activities can have potential negative air quality impacts, including issues surrounding the proper handling, demolition, and disposal of ACM. ACM could be encountered during the demolition of existing buildings, particularly older structures constructed prior to 1970. Asbestos can also be found in various building products, including (but not limited to) utility pipes/pipelines (transit pipes or insulation on pipes). The project does not include the demolition of any existing structures or buildings; therefore, implementation of the proposed project would not disturb ACM and impacts would be *less than significant*.

Lead-Coated Materials

Demolition of structures coated with lead-based paint can have potential negative air quality impacts and may adversely affect the health of nearby individuals. Improper demolition can result in the release of lead-containing particles from the site. The project does not include the demolition of any existing

structures or buildings; therefore, implementation of the proposed project would not disturb lead-coated materials and impacts would be *less than significant*.

Localized Carbon Monoxide Concentrations

Localized concentrations of CO are of primary concern in areas located near congested roadway intersections. Of particular concern are signalized intersections that are projected to operate at unacceptable levels of service (LOS) such as LOS E or LOS F. Following implementation of the proposed project, signalized intersections within the project area would operate at LOS D or better; therefore, implementation of the proposed project would not contribute to localized CO concentrations that would exceed applicable ambient air quality standards, and impacts would be *less than significant*.

Toxic Air Contaminants

Based on the information currently available, the proposed project would not include the installation of major stationary sources of TACs and no major sources of TACs have been identified in the project area. In the event that major stationary sources, such as emergency power generators, are proposed for installation in the future, a permit to operate from the SBCAPCD would be required. A health risk assessment will be required as part of the permit process and emission control measures or other operational restrictions would be required, to the extent necessary, to ensure that operational emissions would not exceed SBCAPCD significance thresholds; therefore, impacts would be *less than significant*.

Localized Particulate Matter Concentrations

Fugitive dust emissions would be primarily associated with site preparation, grading, and vehicle travel on unpaved and paved surfaces. Uncontrolled emissions of fugitive dust may also contribute to potential increases in nuisance impacts to nearby receptors. Onsite off-road equipment and trucks would also result in short-term emissions of DPM, which could contribute to elevated localized concentrations at nearby receptors. Localized concentrations of DPM would be short term, occurring over an approximate 3-year period and would constitute less than 5% of the exposure period upon which health-related risks are typically calculated (i.e., 70 years). For this reason, short-term increases of DPM would not be anticipated to exceed SBCAPCD significance thresholds. However, short-term emissions of DPM could contribute to localized increases of particulate matter that may result in short-term nuisance impacts to nearby sensitive receptors. Mitigation Measure AQ/mm-2.1 requires the implementation of dust suppression measures to further reduce air pollutant emissions by approximately 50% during construction activities. Mitigation Measure AQ/mm-1.2 identifies additional measures to reduce emissions from motor vehicles, including emissions of mobile-source PM. With implementation of the identified mitigation, the project would not result in localized PM concentrations above SBCAPCD significance thresholds; therefore, impacts would be *less than significant with mitigation*.

AQ Impact 3
The project could expose sensitive receptors to substantial pollutant concentrations.
Mitigation Measures
Implement Mitigation Measures AQ/mm-1.1 and AQ/mm-1.2.
Residual Impacts
With implementation of the identified mitigation, residual impacts would be <i>less than significant</i> .

Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose members of the public to objectionable odors would be deemed to have a significant impact.

The proposed project would not result in the installation of any equipment or processes that would be considered major odor-emission sources. However, construction of the proposed project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel exhaust, may be considered objectionable by some people. In addition, pavement coatings and architectural coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. In addition, the project would be required to comply with SBCAPCD Rule 303 that prohibits the discharge of air contaminants or other material that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions and impacts would be *less than significant*.

AQ Impact 4
The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Residual impacts would be less than significant with mitigation.</i>

Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Short-term Construction GHG Emissions

Construction of the proposed project would result in an increase in GHG emissions from vehicle and equipment use and associated energy consumption. The exact timing of future development of the project site is currently not known but is anticipated to with the most construction occurring between 2024 and 2026 (see Table 2-6 in Chapter 2, Project Description). Actual emissions may vary, depending on the final construction schedules, equipment required, and activities conducted. Table 4.2-7 shows the estimated increase in GHG emissions during project construction and amortized construction emissions over the 25-year lifespan of the project.

Table 4.2-7. Construction-Generated GHG Emissions without Mitigation

Construction Year	GHG Emissions
	(MTCO ₂ e/Year)
2024	1,235.6
2025	1,356.6
2026	561.6
Construction Total	3,153.8
Amortized Construction Emissions	126.2

Source: AMBIENT (2022a)

Notes: MTCO₂e = metric tons of carbon dioxide equivalent. Amortized emissions are quantified based on a 25-year project life. Modeling assumptions are included in Appendix E.

As shown in Table 4.2-7, construction-related GHG emissions would total approximately 3,153.8 MTCO₂e per year. Amortized GHG emissions, when averaged over the conservative assumption of 25-year life of the project, would total approximately 126.2 MTCO₂e per year. Amortized construction-related GHG emissions are included in the operational GHG emissions impact discussion, below.

Long-term Operational GHG Emissions

Buildout of the proposed project would result in the construction of 160,800 square feet of commercial uses, 400 apartments, and 95 townhomes on the 43.75-acre project site. Based on the conceptual development plan, commercial uses onsite would include up to three drive-throughs, a retail center, a corner gas station, and a mini-storage facility. Full buildout of the proposed project is anticipated to generate a total population of 1,346 residents and 456 new employees (1,802 people) and approximately 20,780 daily trips (ATE 2022). Long-term GHG emissions would primarily be generated by operational vehicle trips to and from the site and building energy use. Estimated long-term increases in GHG emissions associated with the proposed project are summarized in Table 4.2-8.

Table 4.2-8. Operational GHG Emissions without Mitigation

Emission Source	Emissions (MTCO ₂ e/Year)	
	Residential and Commercial	
	2027	2030
Area	6.2	6.2
Energy	920.4	875.2
Mobile	4,817.8	4,538.5
Waste	158.7	158.7
Water	50.0	46.3
Total Operational Emissions	5,953.1	5,624.8
Amortized Construction Emissions	126.2	126.2
Total with Amortized Construction Emissions	6,079.3	5,751.0
Service Population (SP)	1,802	1,802
MTCO ₂ e/SP	3.37	3.19
Locally Appropriate GHG Efficiency Significance Threshold		3.4

Emission Source	Emissions (MTCO ₂ e/Year) Residential and Commercial	
	2027	2030
Exceeds Threshold?	No	

Source: AMBIENT (2022a)

Notes: MTCO₂e = metric tons of carbon dioxide equivalent; SP = Service population. Service population was quantified based on employment and population estimates obtained from CalEEMod and Institute of Transportation Engineers.

As shown in Table 4.2-8, operational GHG emissions for the proposed project, with the inclusion of amortized construction GHGs, would total approximately 6,079.3 MTCO₂e per year for the year 2027. Under 2030 operating conditions, GHG emissions would total approximately 5,751 MTCO₂e per year. In addition, project-generated GHG emissions are projected to decrease in future years as a result of improvements in energy efficiency and vehicle fleet emissions.

Based on an estimated service population (SP) of 1,802, the calculated GHG efficiency for the proposed project, without mitigation, would be 3.37 MTCO₂e/SP/year in 2027 and 3.19 MTCO₂e/SP/year in 2030. Therefore, GHG emissions generated by the proposed project would not exceed the 2030 efficiency threshold of 3.4 MTCO₂e/SP/year. As a result, the proposed project would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment and impacts would be *less than significant*.

GHG Impact 1
The project would not generate greenhouse gas emissions above established SBCAPCD thresholds.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Residual impacts would be less than significant.</i>

Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The City of Santa Maria has not adopted a Climate Action Plan or other GHG reduction plan; therefore, applicable GHG-reduction plans related to reducing operational GHG emissions include the SBCAG *Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy* (2050 RTP/SCS; SBCAG 2021) and the CARB's *2017 Climate Change Scoping Plan*. The proposed project's consistency with these plans is discussed in greater detail below.

Santa Barbara County Association of Governments Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy

SBCAG's 2050 RTP/SCS provide land use and transportation strategies to reduce regional GHG emissions (SBCAG 2017). Buildout of the proposed project would result in new commercial and multi-family residential land uses and would generate approximately 20,780 daily trips (ATE 2022). Future development of new land uses on the project site and an associated increase in vehicle trips would have the potential to increase GHG emissions, which could be inconsistent with the 2050 RTP/SCS. The project's consistency with applicable goals and objectives from the 2050 RTP/SCS is evaluated in Table 4.2-9, below.

Table 4.2-9. Project Consistency with SBCAG 2050 RTP and SCS, Goals and Objectives

Objective	Consistency
E1: Reduce GHG emissions in compliance with CARB Regional Targets.	Consistent. The proposed project would allow for the future development of a mix of land uses, including residential and commercial uses. Consistent with CEQA Guidelines Sections 15064.3 and 15064.7, Thresholds of Significance, the City of Santa Maria has adopted VMT screening criteria and thresholds for determining whether a project's VMT would be considered significant. Based on the traffic analysis prepared for this project, the proposed mixed-use project would not result in increased VMT that would exceed the City's thresholds. Specifically, VMT associated with residential component of the project (with reductions for mixed-use development) would not exceed the City's VMT threshold of 6.17 VMT per capita and the proposed retail component of the project is estimated to result in a net decrease of 43,303 VMT (ATE 2022). Net reductions in VMT would be anticipated to result in overall reductions in mobile-source emissions. As a result, the project would not be considered to result in a significant increase in VMT that would conflict with regional VMT reduction targets. Therefore, the project would be consistent with objectives E1, E2, E3, and E5.
E2: Reduce criteria pollutant emissions.	Consistent with Mitigation. As noted above, the project would result be consistent with regional VMT reduction targets, which would result in overall reductions in mobile-source emissions, including emissions of criteria air pollutants. In addition, implementation of Mitigation Measure GHG/mm-2.1 would include measures to promote alternative forms of transportation, which would also result in reductions of mobile-source criteria air pollutants (refer to Mitigation Measure GHG/mm-2.1).
E3: Encourage affordable and workforce housing and mixed-use development within urban boundaries.	Consistent. As noted above, the project includes a mix of residential and commercial land uses, which would assist the City and County in meeting their housing requirements.
E4: Promote transit use and alternative transportation.	Consistent. The project is located along roadways proposed to have future bike lanes by the Santa Maria Bikeway Master Plan (City of Santa Maria 2009). The project would not prevent these bike lanes from being constructed. Therefore, the project would be consistent with E4.
E5: Reduce vehicle miles traveled.	Consistent. As noted above, the project would be consistent with regional VMT-reduction targets.
M&SR1: Manage congestion at acceptable levels.	Consistent. The project would reduce congestion by reducing the VMT for residents in the southern Santa Maria and Orcutt areas. Therefore, the project would be consistent with M&SR1.
M&SR2: Increase bike, walk, and transit mode share.	Consistent with Mitigation. Mitigation measures have been included to further support alternative modes of transportation (refer to GHG/mm-2.1). With mitigation, the project would be consistent with M&SR2.
EQ1: Comply with HCD/Regional Housing Needs Assessment.	Consistent. The proposed project would assist the County in meeting its housing requirements.
EQ3: Support State and federal goals for reducing the frequency and severity of collisions.	Consistent. The intersections effected by the project are not anticipated to have an accident rate above the statewide average (ATE 2022). As a result, the project would reduce the frequency of collisions on the transportation network. Therefore, the project would be consistent with EQ3.
H&S2: Optimize network performance to reduce time lost to commuting.	Consistent. The project design would reduce congestion by reducing the VMT for residences in the southern Santa Maria and Orcutt areas. Therefore, the project would be consistent with H&S2.

Source: AMBIENT (2022a)

As summarized in Table 4.2-9, the proposed project would not result in increased VMT and therefore would not exceed the City's thresholds. However, the proposed project has the potential to be inconsistent with goals and objectives of the 2050 RTP/SCS related to reducing criteria pollutant emissions and promoting alternative modes of transportation. Mitigation Measures GHG/mm-2.1 and GHG/mm-2.2 require the implementation of measures to reduce operational GHG emissions, including measures to

promote the use of alternative means of transportation, installation of electrically powered appliances and building mechanical equipment in place of natural gas–fueled equipment, installation of EV-ready parking spaces, and to prohibit the installation of natural gas. Implementation of the identified mitigation would reduce criteria pollutant emissions and promote alternative modes of transportation, which would be consistent with applicable RTP/SCS objectives and would further reduce onsite emissions of GHGs in residential land uses. Further, Mitigation Measure EN/mm-1.1 would require proposed land uses to receive electricity from Central Coast Community Energy (CCCE), which is striving to provide 100% electricity from renewable sources by 2030 and would further reduce potential GHG emissions from the project. With implementation of the identified mitigation, the proposed project would not conflict with the SBCAG 2050 RTP/SCS; therefore, impacts would be *less than significant with mitigation*.

CARB California’s 2017 Climate Change Scoping Plan

As discussed above (see Table 4.2-9, Objective E1), the proposed project would not exceed applicable VMT thresholds. As a result, the proposed project would not conflict with regional VMT-reduction goals set forth in CARB’s 2017 Climate Change Scoping Plan and SB 375. In addition, as noted in Impact GHG 1, the proposed project would not exceed the efficiency threshold of 3.4 MTCO₂e/SP/year, which is based on achieving SB 32 year 2030 GHG-reduction targets, consistent with CARB’s 2017 Climate Change Scoping Plan. For these reasons, the proposed project would not conflict with the 2017 Climate Change Scoping Plan.

However, it is important to note that the CARB has recently released its Draft 2022 Scoping Plan Update (CARB 2022). Consistent with the current 2017 Scoping Plan, the Draft 2022 Scoping Plan assesses the State’s progress toward meeting its target of reducing statewide GHG emissions to 40% below 1990 levels by 2030. The Draft 2022 Scoping Plan also lays out a path for achieving carbon neutrality no later than 2045, per the goal identified in EO B-55-18. The draft Scoping Plan is anticipated to be approved in the fall of 2022.

For land use development projects, additional reductions in GHG emissions may be required in order to meet the project’s fair share of the statewide reductions required to achieve carbon neutrality by year 2045, consistent with EO B-55-18 and CARB’s Draft 2022 Climate Change Scoping Plan Update. Neither the SBCAPCD nor the City of Santa Maria have developed recommended thresholds of significance that are based on achieving carbon neutrality by year 2045. However, the Bay Area Air Quality Management District (BAAQMD) has recently released recommended GHG significance thresholds that are based on a “fair share” approach for achieving carbon neutrality goals. Consistent with this approach, new land use development projects would be considered to be consistent with the State’s carbon neutrality goals and would be considered to have a less than significant impact if: 1) the project is deemed consistent with regional VMT-reduction targets; 2) the project prohibits the installation of natural gas infrastructure; and 3) the project would not result in a wasteful, inefficient, or unnecessary energy use as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines. Similarly, the Sacramento Metropolitan Air Quality Management District (SMAQMD) has also recently released best management practices (BMPs), which also include the prohibited installation of natural gas infrastructure for development projects, as well as a requirement that projects meet current CALGreen Tier 2 standards for EV spaces, except that EV-capable spaces shall instead be EV ready. This additional requirement requires the installation of electrical infrastructure sufficient to service the future installation of EV chargers.

The BAAQMD and SMAQMD thresholds are based on an approach endorsed by the Supreme Court in *Center for Biological Diversity v. Department of Fish & Wildlife*. Although not located within these jurisdictions, development in Santa Maria and associated GHG emissions are comparable to those generated by developments within other areas of the state, including the BAAQMD and SMAQMD

jurisdictions. Given that climate change is inherently a cumulative impact that occurs on a global scale, these BMPs would, likewise, be considered representative of the project’s “fair share” of what would be required to meet the State’s long-term climate goals, including achieving carbon neutrality by 2045, as identified by the BAAQMD and the SMAQMD.

As evaluated above, the proposed project would be consistent with the regional VMT-reduction targets. However, the proposed project does not include BMPs that would constitute its “fair share” of what would be required to meet the State’s long-term climate goals, including achieving carbon neutrality by year 2045. As previously identified, Mitigation Measures GHG/mm-2.1 and GHG/mm-2.2 have been identified to require the implementation of additional measures to reduce operational GHG emissions, including measures to promote the use of alternative means of transportation, installation of electrically powered appliances and building mechanical equipment in place of natural gas–fueled equipment, installation of EV-ready parking spaces, and to prohibit the installation of new natural gas connections. Implementation of the identified mitigation would reduce VMT and associated mobile-source emissions and would further reduce onsite emissions of GHGs from residential land uses. Further, Mitigation Measure EN/mm-1.1 would require proposed land uses to receive electricity from CCCE, which is striving to provide 100% electricity from renewable sources by 2030. With implementation of the identified mitigation, the proposed project would not conflict with the CARB 2017 Climate Change Scoping Plan and the project would contribute to the state goal of carbon neutrality by 2045, per EO B-55-18 and CARB’s Draft 2022 Climate Change Scoping Plan. Therefore, impacts would be *less than significant with mitigation*.

GHG Impact 2	
The project could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	
Mitigation Measures	
<i>Implement Mitigation Measure EN/mm-1.1.</i>	
GHG/mm-2.1	<i>The project shall include the following design features to encourage the use of alternate transportation modes and reduce mobile-source emissions:</i> <i>a. Provide a pedestrian-friendly and interconnected streetscape with good access to/from the development for pedestrians, bicyclists, and transit users to make alternative transportation more convenient, comfortable, and safe.</i> <i>b. Incorporate traffic calming modifications to project roads to reduce vehicle speeds and increase pedestrian and bicycle usage and safety.</i> <i>c. Provide employee lockers and showers to promote bicycle and pedestrian use. One shower and five lockers for every 25 new employees is recommended.</i> <i>d. Increase bicycle accessibility and safety in the vicinity of the project; for example: provide interconnected bicycle routes/lanes or construction of bikeways.</i> <i>e. Exceed Cal Green standards by 25% for providing onsite bicycle parking: both short-term racks and long-term lockers, or a locked room with standard racks and access limited to bicyclists only.</i> <i>f. Meet current CALGreen Tier 2 standards for electric vehicle (EV) parking spaces, except that all EV parking spaces required by the code to be EV capable shall instead be EV ready.</i>
GHG/mm-2.2	<i>The servicing of proposed residential and commercial development by natural gas shall be prohibited.</i>

GHG Impact 2
Residual Impacts
<i>With implementation of the identified mitigation, residual impacts would be less than significant.</i>

4.2.6 Cumulative Impacts

4.2.6.1 Air Quality

Past, present, and reasonably foreseeable future development projects within the city and county would represent the cumulative development scenario to which the project would contribute air pollutant emissions. Project-specific impacts related to air quality would be less than significant with implementation of Mitigation Measures AQ/mm-1.1 and AQ/mm-1.2. Reasonably foreseeable future projects would be subject to separate environmental review to determine consistency with applicable air quality plans, potential impacts related to air quality, and exposure of sensitive receptor locations to substantial pollutant concentrations or objectionable odors, including NOA. Reasonably foreseeable future projects would also be subject to SBCAPCD requirements to reduce short- and long-term ROG, NO_x, and PM emissions, as necessary. Therefore, the project's impacts associated with air quality would be *less than cumulatively considerable*.

AQ Impact 5
The project's air pollutant emissions could result in a cumulative contribution to air pollution in the region.
Mitigation Measures
<i>Implement Mitigation Measures AQ/mm-1.1 and AQ/mm-1.2.</i>
Residual Impacts
<i>With implementation of the identified mitigation to reduce project-specific impacts, residual impacts would be less than cumulatively considerable.</i>

4.2.6.2 Greenhouse Gas Emissions

Past, present, and reasonably foreseeable future development projects within the city and county would represent the cumulative development scenario to which the project would contribute GHG emissions. Project-specific impacts related to the generation of short- and long-term GHG emissions would be less than significant with implementation of Mitigation Measures GHG/mm-2.1, GHG/mm-2.2, and EN/mm-1.1. Reasonably foreseeable future projects would be subject to separate environmental review to determine potential impacts related to GHG emissions and consistency with applicable GHG-reduction plans and measures. Based on required compliance with existing diesel idling and energy efficiency requirements, reasonably foreseeable future projects are not anticipated to result in short- or long-term GHG emissions that would conflict with established thresholds. Nevertheless, reasonably foreseeable future projects would be subject to separate environmental review to determine consistency with applicable GHG-reduction plans and potential impacts related to GHG emissions and would be required to reduce GHG emissions, as necessary. Therefore, the project's impacts associated with greenhouse gas emissions would be *less than cumulatively considerable*.

GHG Impact 3
The project could result in a cumulative contribution to GHG emissions in the region.
Mitigation Measures
<i>Implement Mitigation Measures GHG/mm-2.1, GHG/mm-2.2, and EN/mm-1.1.</i>
Residual Impacts
<i>With implementation of the identified mitigation to reduce project-specific impacts, residual impacts would be less than cumulatively considerable.</i>

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4.3 BIOLOGICAL RESOURCES

This section presents an analysis of potential impacts to biological resources resulting from implementation of the project. The technical information in this section, including biological survey results and habitat mapping, relies on a Biological Resources Assessment (BRA) prepared for the project by David Wolff Environmental, LLC (DWE 2022), including a waters of the U.S./State jurisdictional determination and wetland delineation and California tiger salamander site assessment report. These technical analyses are provided in Appendix F. The information in the BRA and BRA Addendum were peer-reviewed by SWCA Environmental Consultants and existing conditions were verified during a site visit on February 9, 2022.

4.3.1 Existing Conditions

Union Valley Parkway (UVP) and Orcutt Road intersect the project site, forming a four-way signalized intersection in the northwestern portion of the project site approximately 400 feet east of the UVP/State Route (SR) 135 intersection. The project site is bordered on the west by SR 135 with residential development, the recently approved Santa Maria Airport Business Park project, the Santa Maria Airport, and active agricultural lands generally located farther west of SR 135.

Surrounding land uses to the north generally include residential uses with limited commercial uses along Orcutt Road. Airport facilities and runways for the Santa Maria Airport are located to the northwest along with active agriculture lands, some of which have been recently approved for commercial development as part of the Santa Maria Airport Business Park project. Residential uses, commercial services, offices, and school uses within the community of Orcutt are located to the south of the project site. A church property is adjacent to the southwest corner of the site. A mix of undeveloped lands are located to the east and residential uses border the southeastern portion of the project site.

The site is mostly flat, gently sloping downward from east to west, along with manufactured embankments and fill slopes from adjacent residential development and UVP construction. Roadside drainage from UVP construction and Orcutt Road realignment is managed through several constructed rocked ditches leading to culverts under Orcutt Road. No natural drainage features are present on the project site and there is no riparian context or natural drainages associated with the onsite roadside drainage ditches. The site is mostly non-native annual grassland, disturbed coastal scrub, and stands of non-native eucalyptus and landscape trees. There are several coast live oaks around the site, but they do not constitute oak woodland habitat. The site appears to have been substantially and regularly disturbed over time from UVP construction, and vegetation management (mowing/discing).

The existing conditions section, along with the analysis of the presence/absence of special-status plant and wildlife species, is based on data collected by DWE Principal Ecologist David Wolff from background data searches and during biological field surveys of the project site conducted on December 17, 2021, January 5, 2022, and March 7, 2022. Surveys were conducted by walking the entirety of the proposed project site recording plant and wildlife species observed and general site characteristics. Conditions for the site survey were conducive to the purpose of documenting plant and wildlife habitat to establish existing conditions. The March 7, 2022, field survey included a wetland delineation and jurisdictional determination of potential wetlands or other waters. The overall purpose of the field surveys was to document existing conditions in terms of habitat for plant and wildlife species, suitability for presence/absence of special-status plant or wildlife species, and the potential to support wetland and/or riparian habitats and/or other jurisdictional waters.

4.3.1.1 Soils

The Natural Resources Conservation Service (NRCS) generally characterizes soil types within the project site as follows (NRCS 2022; U.S. Department of Agriculture Soil Conservation Service 1972; see Figure 4.6-1 in Section 4.6, Geology and Soils):

- Betteravia loamy sand 0 to 2 percent slopes (BmA), is a moderately well drained soil on terraces formed from eolian (windblown) sands parent material. It is not a hydric (wetland) soil.
- Marina sand 0 to 2 percent slopes (MaA), is a somewhat excessively drained soil on terraces formed from eolian deposits (windblown) parent material. It is not a hydric (wetland) soil.
- Oceano sand 2 to 15 percent slopes severely eroded (OcD3), is an excessively drained soil on dunes formed from eolian (windblown) sands parent material. It is not a hydric (wetland) soil.

Observations of surface soils, gopher mounds, ground squirrel burrows, and 24-inch-deep wetland delineation soil test pits corroborate the very sandy characteristics of these mapping units on the project site (DWE 2022).

4.3.1.2 Habitat Types

Plant communities are generally described by the assemblages of plant species that occur together in the same area forming habitat types. Community alliance and alliance codes used in this environmental impact report section and the BRA follow *A Manual of California Vegetation, Second Edition* (Sawyer et al. 2009) and California Department of Fish and Wildlife (CDFW) *California Natural Communities List* (CDFW 2021a), where possible. Landscaped vegetation communities or plant communities dominated by non-native species do not always fall into a *Manual of California Vegetation* or CDFW category. Plant names used in this section follow *The Jepson Manual, Vascular Plants of California, Second Edition* (Baldwin et al. 2012). The project site habitat types were described by the aggregation of plants and wildlife based on the composition and structure of the dominant vegetation observed at the time the field reconnaissance was conducted and a review of multiple years of aerial photography.

The project site supports four main plant communities: wild oats non-native grassland, eucalyptus tree stands, disturbed coastal scrub, and what is being called an ornamental “wood” (a stand of non-native trees). There are 15 coast live oak trees at various locations on the site. Figure 4.3-1 provides a habitat map showing the locations and extent of the habitat types (DWE 2022). The BRA prepared for the project includes a set of onsite representative photographs from field surveys and a series of aerial photographs over time demonstrating periodic site disturbances, mostly from what appears to be construction of UVP and the realignment of Orcutt Road (DWE 2022; see Appendix F).

Table 4.3-1. Habitat Types

Habitat Type	Area (acres)
Wild oats non-native grassland	32.5
Eucalyptus tree stands	7.6
Disturbed coastal scrub – coyote brush scrub / silver bush lupine scrub	4.2
Ornamental tree stands	2.4
Developed	4.5
Total	51.2

Source: DWE (2022).

Note: Discrepancy in acreage between Chapter 2 and Table 4.3-1 is from the inclusion of the developed areas of UVP and Orcutt Road.

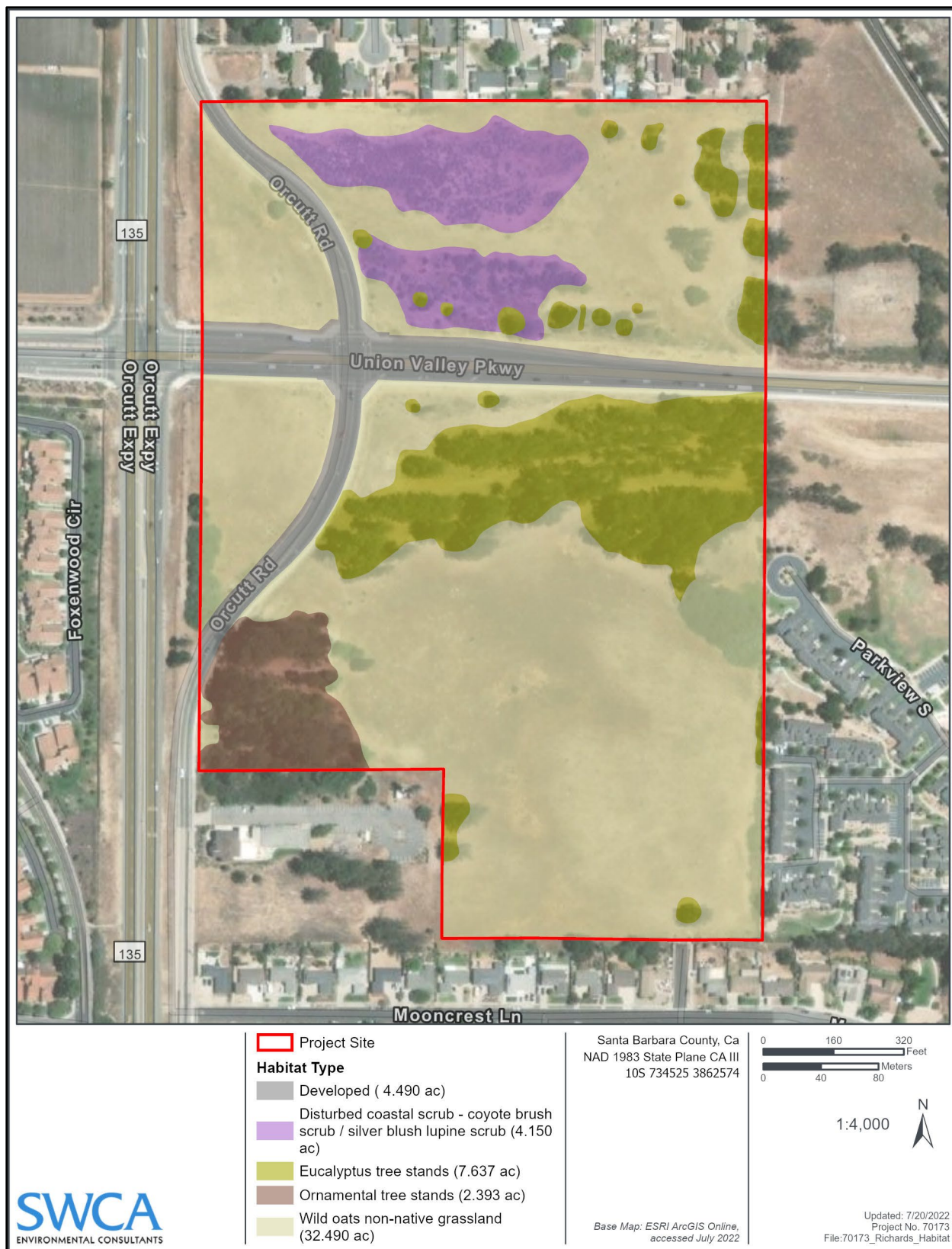


Figure 4.3-1. Habitat map.

WILD OATS NON-NATIVE GRASSLAND

The wild oats non-native grassland or *Avena (barbata, fatua) Semi-Natural Herbaceous Stands Avena spp. – Bromus spp. Herbaceous Semi-Natural Alliance* (CDFW 2021a), is best described as disturbed non-native annual grassland habitat from the past disturbance and regular weed suppression disking over time. The disturbed non-native annual grassland habitat covers most of the project site. Dominant plant species in the disturbed annual grassland habitat include oats (*Avena* spp.), ripgut brome (*Bromus diandrus*), and veldtgrass (*Ehrharta calycina*). Other associated grasses and herbaceous broadleaf species include soft chess (*Bromus hordeaceus*), filaree (*Erodium* spp.), wild radish (*Raphanus sativus*), croton (*Croton californicus*), telegraph weed (*Heterotheca grandiflora*), thistles, and mustards. The few wildflowers observed included fiddleneck (*Amsinckia intermedia*), California poppy (*Eschscholzia californica*), miniature lupine (*Lupinus nanus*), and popcornflower (*Plagiobothrys nothofulvus*). The entirety of the annual grassland habitat had been recently disced, as evidenced by disking furrows throughout. Approximately 32.5 acres of disturbed non-native annual grassland habitat occurs on the project site. On the north side of UVP within the disturbed non-native annual grassland habitat there are 10 oak trees and along Orcutt Road. In total, approximately 0.33 acre of coast live oak canopy is included within the mapped annual grassland habitat (DWE 2022).

DISTURBED COASTAL SCRUB – COYOTE BRUSH SCRUB / SILVER BUSH LUPINE SCRUB

The coastal scrub or coyote brush scrub / *Baccharis pilularis – Artemisia californica* Shrubland Alliance (CDFW 2021a), is considered a subtype of central Lucian coastal scrub. It differs primarily by the dominance of coyote brush. This scrub type habitat classification consists of coyote brush and California sagebrush shrubs with non-native grassland understory herbaceous species. However, on the project site, silver bush lupine (*Lupinus albifrons*) comprises a large component of the coastal scrub habitat. The disturbed coastal scrub occurs on the north side of UVP with what appears to be disturbance and removal between 2012 and 2015, possibly associated with UVP construction, with regrowth over time. More recently in 2021, a patch of dense disturbed coastal scrub was removed to discourage homeless encampments. The BRA prepared for the project provides a series of aerial photographs showing the removal and regrowth of the coastal scrub habitat areas over an approximately 27-year period (DWE 2022; see Appendix F). Approximately 4.2 acres of disturbed coastal scrub habitat was mapped on the project site based on aerial photographs from January 2021 and verified during the January 2022 site visit (DWE 2022).

NON-NATIVE EUCALYPTUS TREE STANDS

The project site has several stands (wind rows) and individual blue gum or eucalyptus trees (*Eucalyptus globulus*), mostly along the south side and north side of UVP frontage, and along the eastern border of the site north of UVP. The *Manual of California Vegetation* (Sawyer et al. 2009) vegetation alliance is a much broader habitat alliance referred to as *Eucalyptus* spp. – *Ailanthus altissima* – *Robinia pseudoacacia* Woodland Semi-Natural Alliance, however, no tree of heaven (*Ailanthus altissima*) or black locust (*Robinia pseudoacacia*) trees are present onsite. For this reason, the *Manual of California Vegetation* is not used to describe this habitat class at the project site. In total, there are around 100 individual eucalyptus trees in this area. There is an understory of non-native grassland amongst the typical accumulated eucalyptus leaf litter and bark debris. The non-native eucalyptus tree stand encompasses approximately 7.6 acres of the project site.

ORNAMENTAL TREE STANDS

The southwest corner of the project site supports an approximately 2.4-acre stand of ornamental trees composed of a variety of mostly non-native trees and shrubs. Non-native tree species include Chinese elm

(*Ulmus parvifolia*), liquid amber (*Liquidambar* sp.), Bailey's acacia (*Acacia baileyana*), African sumac (*Searsia lancea*), eucalyptus, olive (*Olea* sp.), and lemon (*Citrus limon*). There are a few native plant species present and these include three coast live oak trees, coyote brush, and California blackberry (*Rubus ursinus*). While most of the trees are generally considered ornamental species, this stand appears as an unmaintained mix of trees and shrubs, therefore, it was not classified as landscaped vegetation.

DEVELOPED

Developed areas include the paved roads of UVP and Orcutt Road and their sidewalks.

4.3.1.3 Habitat Suitability for Wildlife

The vegetation at the project site includes oats, ripgut brome, and veldtgrass-dominated non-native grassland and coastal scrub habitats mowed and disced annually for fire/weed suppression. The site is generally surrounded by urban residences and the SR 135 corridor. Thus, the project site provides minimal quality habitat for locally common wildlife species that have become adapted to the human residential environment. Common wildlife expected to use the site include raccoons (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), Botta's pocket gopher (*Thomomys bottae*), California ground squirrel (*Otospermophilus beecheyi*), and Old World rats and mice. Bird species observed (mostly around the stands of eucalyptus) included acorn woodpecker (*Melanerpes formicivorus*), northern flicker (*Colaptes auratus*), Audubon's warbler (*Setophaga auduboni*), Anna's hummingbird (*Calypte anna*), red-tailed hawk (*Buteo jamaicensis*), and turkey vultures (*Cathartes aura*) (DWE 2022). The site could potentially provide suitable habitat for ground/grassland/shrub-nesting songbird species such as sparrows and finches, however, regular discing for fire and weed suppression has diminished the suitability of the habitat for these species.

4.3.1.4 Waters of the U.S., Wetlands, and Waters of the State

No jurisdictional wetlands or other waters of the U.S./State or riparian habitat under any regulatory authority or definition occur on the project site.

There is a series of constructed rock-lined stormwater ditches and culverts receiving upland and roadside runoff from storm drain inlets on UVP and Orcutt Road. The varied network of rock-lined roadside drainage ditches did not support any wetland vegetation, only sporadic non-wetland non-native grasses. These ditches likely only flow in immediate response to impervious road-surface runoff during rainfall. The current Rapanos guidance for definition of waters of the U.S. directs the U.S. Army Corps of Engineers to not take jurisdiction over ditches (including roadside ditches) excavated wholly in and draining only uplands and that do not carry a relatively permanent flow of water. The review of aerial photography over time demonstrates that the onsite drainage ditches are excavated in uplands and are only draining uplands mostly as a result of UVP and Orcutt Road realignment construction.

Two patches of arroyo willow (*Salix lasiolepis*) associated with mesic (moist) areas from upland and roadway runoff were once present at the project site but were removed in 2021 to discourage homeless encampments (Figure 4.3-2). Therefore, they are not considered part of the existing conditions that were present at the site in February 2022. Based on analysis of 2021 aerial photography, these two willow patches totaled approximately 0.96 acre. One patch (0.55 acre) was located along the eastern property border south of UVP and the second (0.41 acre) was located along SR 135 south of UVP. Neither willow patch was associated with any recent or historic natural drainageway and neither has any riparian context as a classified plant community or habitat type. A wetland delineation and jurisdictional determination report detailing these findings is included in the BRA (DWE 2022; see Appendix F). Figure 4.3-2 provides the jurisdictional determination map.

Based on review of aerial photographs, the larger patch located along the eastern property border appears to have formed after the construction of the adjacent residential development. The National Wetlands Inventory (NWI; U.S. Fish and Wildlife Service [USFWS] 2022) has a Freshwater Emergent Wetland polygon mapped within this patch of willows (Figure 4.3-2). The NWI is a broad view aerial photograph mapping of potential wetlands that requires field verification. Collection of data at two data observation points in this willow removal area found that while the presumed 100% cover of arroyo willow (Facultative Wetland [FACW]) meets the hydrophytic (wetland) vegetation criteria, the site lacks hydric soils and lacks any primary or secondary indicators of wetland hydrology. Furthermore, there was no evidence of a drainage feature, culvert outfall, or other evidence of a drainageway or basin topography through the area. The mesic (moist) conditions that supported the establishment of willows was likely due to stormwater runoff from the adjacent residential development.

The second patch of willows, along SR 135, appears to have been supported by road runoff from ditches, storm drain inlets, and culverts under the roadways. One small oak tree of unknown size occurred with these willows. Based on review of aerial photographs, this patch appears to be persistent in location and extent from upland and roadside runoff from 1994 to 2021. Collection of data at this location found no hydric soil indicators or indicators of wetland hydrology (DWE 2022).

The State Water Resources Control Board (SWRCB) recently issued policies and procedures, including a State definition of wetlands, to regulate discharge of dredged or fill material into waters of the State (SWRCB Procedures). In brief, the SWRCB Procedures define wetlands as waters of the State consistent with the federal three-parameter definition requiring the presence of hydrophytic vegetation, hydric soils, and wetland hydrology. As described above, the project site does not support any three-parameter wetlands, and there are no State wetlands present on the project site. The SWRCB Procedures are silent on artificial ditches constructed wholly in and draining only uplands, which is the case for the network of roadside ditches constructed mostly for the recent UVP extension and Orcutt Road realignment. There is no evidence of any historical natural drainage through the project site, so the ditches do not represent realigned natural drainages, and do not represent a bed, bank, or channel of a river or stream. As such, the network of roadside drainage ditches does not represent waters of the State.

4.3.1.5 Sensitive Natural Communities

“Sensitive Natural Community” is a state-wide designation given by the CDFW to specific vegetation associations of ecological importance. Rarity and ranking of Sensitive Natural Communities involves the knowledge of range and distribution of a given type of vegetation, and the proportion of occurrences that are of good ecological integrity (CDFW 2021b). Evaluation is conducted at both the Global (G) and State (S) levels, resulting in a rank ranging from 1 for very rare and threatened to 5 for demonstrably secure. Natural Communities with ranks of S1–S3 are considered Sensitive Natural Communities in California need to be addressed in the environmental review processes of California Environmental Quality Act (CEQA).

The California Natural Diversity Database (CNDDDB) identifies the recorded occurrences of five Sensitive Natural Communities within a 10-mile radius of the project site. These Sensitive Natural Communities are: Central Dune Scrub, Central Foredunes, Coastal and Valley Freshwater Marsh, Southern Vernal Pool, and Southern California Three-spine Stickleback Stream. There are no aquatic natural communities onsite, as it is an entirely upland project site dominated by non-native annual grassland, disturbed coastal scrub, and stands of non-native trees. While the site contains predominantly eolian (windblown) sands in origin, the patches of disturbed coastal scrub habitat do not represent a sensitive dune community (DWE 2022). No Sensitive Natural Communities were identified at the project site.

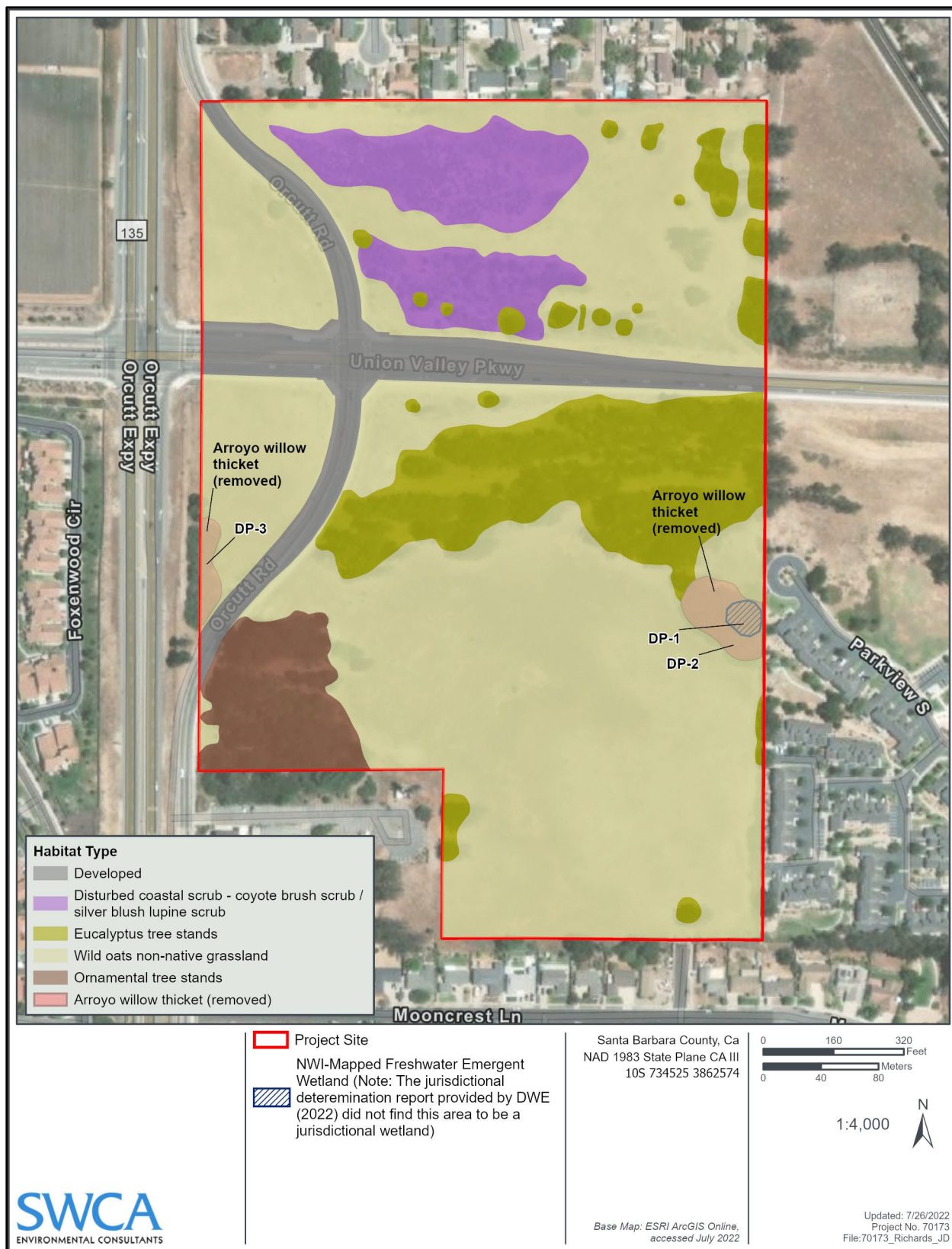


Figure 4.3-2. Jurisdictional determination map.

4.3.1.6 Special-Status Plant Species

For the purposes of this section, special-status plant species are defined as the following:

- Plants listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (FESA) (50 Code of Federal Regulations [CFR] Section 17.12 for listed plants and various notices in the *Federal Register* for proposed species).
- Plants that are candidates for possible future listing as threatened or endangered under the ESA.
- Plants that meet the definitions of rare or endangered species under CEQA (State CEQA Guidelines Section 15380).
- Plants considered by California Native Plant Society (CNPS) to be “rare, threatened, or endangered” in California (CNPS California Rare Plant Rank [CRPR] 1, 2, and 3).
- Plants listed by CNPS as plants about which we need more information and plants of limited distribution (CNPS CRPR 4).
- Plants listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (CESA) (14 California Code of Regulations [CCR] Section 670.5).
- Plants listed under the California Native Plant Protection Act (California Fish and Game Code [CFGF] Section 1900 et seq.).
- Plants considered sensitive by other federal agencies (i.e., U.S. Forest Service, Bureau of Land Management), state and local agencies, or jurisdictions.

A search of the CNDDB revealed the recorded occurrences of 33 special-status plant species within a 10-mile radius of the project site, eight of which are formally listed under the FESA or CESA with the remainder being noted with a CNPS rank suggesting rarity. Table 4.3-2 provides a list of species known to occur in the vicinity of the project and their potential to occur on the project site.

Table 4.3-2. Special-Status Plant Species Investigated for Potential Occurrence

Species Name	Habitat and Distribution	Flower Season	Legal Status Federal/ State/CNPS	Rationale for Expecting Presence or Absence
Hoover's bent grass <i>Agrostis hooveri</i>	Sandy sites in chaparral, cismontane woodland, and valley and foothill grassland. Elevation: 197–1,969 feet (60–600 meters [m]).	April–July	--/--/1B.2	Suitable Conditions Present, Species Absent: Although soils are appropriate for this species, the active disking and disturbance on the project site may preclude the presence of this species. Surveys conducted in 2022 did not identify this species on the site.
Aphanisma <i>Aphanisma blitoides</i>	Coastal bluff scrub, coastal dunes, coastal scrub. On bluffs and slopes near the ocean in sandy or clay soils. Elevation: 10–1,000 feet (3–305 m). Channel Islands and immediate coast.	Feb–Jun	--/--/1B.2	Suitable Conditions Absent, Species Absent: Although sandy soils are present, periodic site disturbance and yearly weed suppression discing renders the site unsuitable. Not recorded on the inland site and not observed during 2022 floristic inventory and rare plant survey.
La Purisima manzanita <i>Arctostaphylos purissima</i>	Perennial evergreen shrub; sandy soil among chaparral and coastal scrub. Elevation: 197–1,280 feet (60–390 m).	November–May	--/--/1B.1	Suitable Conditions Present, Species Absent: No <i>Arctostaphylos</i> species were observed in the project area during surveys. Periodic site disturbance and yearly discing for weed suppression renders the site unsuitable.
Refugio manzanita <i>Arctostaphylos refugioensis</i>	Perennial evergreen shrub; occurs on sandstone among chaparral. Elevation: 197–2,510 feet (60–765 m).	December–March (May)	--/--/1B.2	Suitable Conditions Absent, Species Absent: Site does not contain sandstone. No <i>Arctostaphylos</i> species were observed in the project area during surveys.
sand mesa manzanita <i>Arctostaphylos rudis</i>	Evergreen shrub; maritime chaparral and coastal scrub with sandy soils. Elevation: 82–1,056 feet (25–322 m).	November–February	--/--/1B.2	Suitable Conditions Present, Species Absent: No <i>Arctostaphylos</i> species were observed in the project area during surveys. Periodic site disturbance and yearly discing for weed suppression renders the site unsuitable.
marsh sandwort <i>Arenaria paludicola</i>	Marshes and swamps, grows through dense mats of <i>Typha</i> , <i>Juncus</i> , <i>Scirpus</i> , etc. in freshwater marsh. Elevation: 33–558 feet (10–170 m).	May–August	FE/SE/1B.1	Suitable Conditions Absent, Species Absent: The project site does not support the appropriate mesic conditions for this species. Not observed during 2022 surveys.
Mile's milk-vetch <i>Astragalus didymocarpus</i> var. <i>milesianus</i>	Annual herb; coastal scrub on clay soils. Elevation: 66–295 feet (20–90 m).	March–June	--/--/1B.2	Suitable Conditions Absent, Species Absent: The project site does not support clay soils or the appropriate community. The disking and disturbance of the project site may also preclude the presence of this species. Surveys conducted in 2022 did not identify this species on the site.

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Species Name	Habitat and Distribution	Flower Season	Legal Status Federal/ State/CNPS	Rationale for Expecting Presence or Absence
Santa Barbara ceanothus <i>Ceanothus impressus</i> var. <i>impressus</i>	Perennial shrub; chaparral on sandy soils. Elevation: 131–1,542 feet (40–470 m).	February–April	--/--/1B.2	Suitable Conditions Present, Species Absent: This perennial species would have been noticeable and identifiable throughout the year and was not observed during 2022 field surveys. Periodic site disturbance and yearly discing for weed suppression renders the site unsuitable.
coastal goosefoot <i>Chenopodium littoreum</i>	Annual herb; coastal dunes. Elevation: 33–98 feet (10–30 m).	April–August	--/--/1B.2	Suitable Conditions Present, Species Absent: Periodic site disturbance and yearly discing for weed suppression renders the site unsuitable. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.
straight-awned spineflower <i>Chorizanthe rectispina</i>	Chaparral, cismontane woodland, and coastal scrub, often on granite in chaparral. Elevation: 1,165–3,396 feet (355–1,035 m).	April–July	--/--/1B.3	Suitable Conditions Absent, Species Absent: The project site is at a lower elevation than the documented range of this species. Soils onsite are not conducive to this species. Not observed during 2022 floristic inventory and rare plant survey.
Bolander's water-hemlock <i>Cicuta maculata</i> var. <i>bolanderi</i>	Perennial herb that occurs in marshes and swamps and coastal, fresh or brackish water. Elevation: 0–656 feet (0–200 m).	July–September	--/--/2.1	Suitable Conditions Absent, Species Absent: The project site does not contain any coastal marshes or swamps.
surf thistle <i>Cirsium rhotophilum</i>	Coastal dunes, coastal bluff scrub, and open areas in central dune scrub; usually in coastal dunes. Elevation: 10–197 feet (3–60 m).	April–June	--/ST/1B.2	Suitable Conditions Present, Species Absent: Periodic site disturbance and yearly discing for weed suppression renders the site unsuitable. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.
La Graciosa thistle <i>Cirsium scariosum</i> var. <i>loncholepis</i>	Cismontane woodland, coastal dunes, coastal scrub, marshes and swamps (brackish), and valley and foothill grassland; usually in mesic, sandy soils. Elevation: 13–722 feet (4–220 m).	May–August	FE/ST/1B.1	Suitable Conditions Absent, Species Absent: The project site does not support mesic conditions necessary for this species. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.
California sawgrass <i>Cladium californicum</i>	Rhizomatous herb; meadows and seeps, and marshes and swamps (alkaline or freshwater). Elevation: 197–1,969 feet (60–600 m).	June–September	--/--/2B.2	Suitable Conditions Absent, Species Absent: The project site does not support mesic conditions necessary for this species.
seaside bird's-beak <i>Cordylanthus rigidus</i> ssp. <i>littoralis</i>	Annual herb; closed-cone coniferous forest, chaparral, cismontane woodland, coastal dunes, and coastal scrub with sandy soils; often found in disturbed sites. Elevation: 0–1,394 feet (0–425 m).	April–October	--/SE/1B.1	Marginally Suitable Conditions Present, Species Absent: Although soils are appropriate for this species, the regular diskings of the project site likely precludes the presence of this species on the site. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.

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Species Name	Habitat and Distribution	Flower Season	Legal Status Federal/ State/CNPS	Rationale for Expecting Presence or Absence
Gaviota tarplant <i>Deinandra increscens</i> ssp. <i>villosa</i>	Annual herb in the Asteraceae family; coastal bluff scrub, coastal scrub, and valley and foothill grassland, typically associated with sandy soils. Elevation: 115–1,411 feet (35–430 m).	May–October	FE/SE/1B.1	Marginally Suitable Conditions Present, Species Absent: Although soils are appropriate for this species, it is outside of its known range. The regular disking of the project site likely precludes the presence of this species on the site. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.
paniculate tarplant <i>Deinandra increscens</i> ssp. <i>villosa</i>	Coastal scrub, valley and foothill grassland, coastal bluff scrub. Known from coastal terrace near Gaviota; sandy blowouts amid sandy loam soil; grassland/coast scrub ecotone. Elevation: 33–1,411 feet (10–430 m).	May–Oct	--/--/4.2	Marginally Suitable Conditions Present, Species Absent: Although soils are appropriate for this species, the regular disking of the project site likely precludes the presence of this species on the site. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.
dune larkspur <i>Delphinium parryi</i> ssp. <i>blochmaniae</i>	Perennial herb; maritime chaparral and coastal dunes with sandy or rocky soils. Elevation: 0–656 feet (0–200 m).	April–May	--/--/1B.2	Marginally Suitable Conditions Present, Species Absent: Although soils are appropriate for this species, the regular disking of the project site likely precludes the presence of this species on the site. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.
beach spectaclepod <i>Dithyrea maritima</i>	Coastal dunes, coastal scrub, seashores, sand dunes, and sandy places near the shore. Elevation: 10–164 feet (3–50 m).	March–May	--/ST/1B.1	Marginally Suitable Conditions Present, Species Absent: Although soils are appropriate for this species, the regular disking of the project site likely precludes the presence of this species on the site. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.
Blochman's dudleya <i>Dudleya blochmaniae</i> ssp. <i>blochmaniae</i>	Coastal scrub, chaparral, and valley and foothill grassland habitats on rocky outcrops in clay or serpentine soils. Elevation: 16–1,476 feet (5–450 m).	April–June	--/--/1B.1	Suitable Conditions Absent, Species Absent: The project site does not contain rocky outcrops, clay soil, or serpentine soil.
Blochman's leafy daisy <i>Erigeron blochmaniae</i>	Perennial rhizomatous herb; coastal dunes and coastal scrub on sandy soils. Elevation: 10–148 feet (3–45 m).	July–August	--/--/1B.2	Suitable Conditions Present, Species Absent: Although soils are appropriate for this species, the regular disking of the project site likely precludes the presence of this species on the site. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.
Lompoc yerba santa <i>Eriodictyon capitatum</i>	Ever green shrub; closed-cone coniferous forest and maritime chaparral with sandy soil. Elevation: 131–2,953 feet (40–900 m).	May–August	FE/SR/1B.1	Suitable Conditions Present, Species Absent: Although soils are appropriate for this species, the regular disking of the project site likely precludes the presence of this species on the site. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.

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Species Name	Habitat and Distribution	Flower Season	Legal Status Federal/ State/CNPS	Rationale for Expecting Presence or Absence
mesa horkelia <i>Horkelia cuneata</i> ssp. <i>puberula</i>	Perennial herb; chaparral, cismontane woodlands, and coastal scrub in sandy or gravelly sites. Elevation: 230–2,658 feet (70–810 m).	February–September	--/--/1B.1	Suitable Conditions Present, Species Absent: Although soils are appropriate for this species, the regular disking of the project site likely precludes the presence of this species on the site. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.
Kellogg's horkelia <i>Horkelia cuneata</i> ssp. <i>sericea</i>	Perennial herb; closed-cone coniferous forest, maritime chaparral, and coastal scrub with sandy or gravelly openings. Elevation: 33–656 feet (10–200 m).	April–September	--/--/1B.1	Suitable Conditions Present, Species Absent: Although soils are appropriate for this species, the regular disking of the project site likely precludes the presence of this species on the site. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.
Beach layia <i>Layia carnosa</i>	Coastal dunes, coastal scrub. On sparsely vegetated, semi-stabilized dunes, usually behind foredunes. Elevation: 10–98 feet (3–30 m).	(Mar)May–Jun	--/--/1B.1	Suitable Conditions Present, Species Absent: Although soils are appropriate for this species, the regular disking of the project site likely precludes the presence of this species on the site. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.
Pale-yellow layia <i>Layia heterotricha</i>	Cismontane woodland, coastal scrub, pinyon and juniper woodland, valley and foothill grassland. Alkaline or clay soils; open areas. Elevation: 295–5,906 feet (90–1,800 m).	Mar–Jul	--/--/1B.1	Suitable Conditions Absent, Species Absent: The project site does not contain clay or alkaline soils. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.
southern curly-leaved monardella <i>Monardella sinuata</i> ssp. <i>sinuata</i>	Annual herb; sandy soil among chaparral, cismontane woodland, coastal dunes, and coastal scrub with openings. Elevation: 0–984 feet (0–300 m).	April–September	--/--/1B.2	Suitable Conditions Present, Species Absent: Although soils are appropriate for this species, the regular disking of the project site likely precludes the presence of this species on the site. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.
crisp monardella <i>Monardella undulata</i> ssp. <i>crispa</i>	Perennial and rhizomatous herb; coastal dunes among coastal scrub and maritime chaparral. Elevation: 33–394 feet (10–120 m).	April–August	--/--/1B.2	Suitable Conditions Present, Species Absent: Although soils are appropriate for this species, the regular disking of the project site likely precludes the presence of this species on the site. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.
San Luis Obispo monardella <i>Monardella undulata</i> ssp. <i>undulata</i>	Perennial and rhizomatous herb; coastal dunes among coastal scrub and maritime chaparral on sandy substrates. Elevation: 33–656 feet (10–200 m).	May–September	--/--/1B.2	Suitable Conditions Present, Species Absent: Although soils are appropriate for this species, the regular disking of the project site likely precludes the presence of this species on the site. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.

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Species Name	Habitat and Distribution	Flower Season	Legal Status Federal/ State/CNPS	Rationale for Expecting Presence or Absence
Gambel's water cress <i>Nasturtium gambelii</i>	Rhizomatous herb; marshes and swamps (freshwater or brackish). Elevation: 16–1,083 feet (5–330 m).	April–October	FE/ST/1B.1	Suitable Conditions Absent, Species Absent: The project site does not support mesic conditions necessary for this species.
Sand almond <i>Prunus fasciculata</i> var. <i>punctata</i>	Perennial shrub that occurs in chaparral and coastal scrub on coastal dunes. Elevation: 49–656 feet (15–200 m).	March–April	--/--/4.3	Suitable Conditions Present, Species Absent: This perennial species would have been noticeable and identifiable throughout the year and was not observed during the 2021 and 2022 surveys.
black-flowered figwort <i>Scrophularia atrata</i>	Closed-cone coniferous forest, chaparral, coastal dunes, coastal scrub, riparian scrub; around swales and in sand dunes; and sand, diatomaceous shale, and soils derived from other parent material. Elevation: 33–820 feet (10–250 m).	March–April	--/--/1B.2	Suitable Conditions Present, Species Absent: Although soils are appropriate for this species, the regular disking of the project site likely precludes the presence of this species on the site. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.
San Bernardino aster <i>Symphyotrichum defoliatum</i>	Rhizomatous herb; meadows and seeps, cismontane woodland, coastal scrub, and foothill grassland. Vernal mesic grassland or near ditches and springs. Elevation: 7–6,693 feet (2–2,040 m).	July–November	--/--/1B.2	Suitable Conditions Absent, Species Absent: No suitable wetland habitat occurs onsite. Not recorded on the site and not observed during 2022 floristic inventory and rare plant survey.

Sources: Baldwin et al. (2012). All plant descriptions paraphrased from CNPS (2022).

Status Codes:

-- = No status

Federal: FE = Federal Endangered; FT = Federal Threatened

State: SE = State Endangered; ST = State Threatened; SR = State Rare

CNPS CRPR: **1B** = rare, threatened, or endangered in California and elsewhere; **2** = rare, threatened, or endangered in California, but more common elsewhere; **3** = plants that about which more information is needed; **4** = a watch list plants of limited distribution

Threat Code: **0.1** = Seriously endangered I California (over 80% of occurrences threatened / high degree and immediacy of threat); **0.2** = Fairly endangered in California (20%–80% occurrences threatened); **0.3** = Not very endangered in California (<20% of occurrences threatened or no current threats known)

Rationale Terms: **Species Present:** Species was or has been observed in the survey area. **Species Absent:** Based on appropriate survey efforts, absence of the species was confirmed. **Suitable Conditions Present:** The appropriate habitat, soils, and elevation are present in the survey area. **Marginal Conditions Present:** The appropriate habitat and/or soils are present but other factors (past disturbances, elevation range) may preclude species occurrence. **Suitable Conditions Absent:** The survey area did not support the appropriate habitat, soils, and/or elevation for the species.

Of the 33 special-status plant species, it was determined that the site contains potentially suitable habitat for 16 species. Of these 16, eight were perennial species that were not observed onsite during field surveys. The project site was determined to be outside of the range of one of the plant species: Gaviota tarplant (*Deinandra increscens* ssp. *villosa*). Seven sandy soil-associated annual species were determined to have a low potential to occur in the disturbed coastal scrub habitat on the project site. These species include Hoover's bent grass (CNPS CRPR 1B.2), seaside bird's beak (State Endangered and CNPS CRPR 1B.1), paniculate tarplant (CNPS CRPR 4.2), Blochman's leafy daisy, three species of monardella that are CNPS CRPR 1.B2 species, and black-flowered figwort (CNPS CRPR 1B.2). None of these species were observed during 2022 botanical surveys. Therefore, there would be no impact to special-status plant species.

4.3.1.7 Special-Status Wildlife Species

For the purposes of this section, special-status wildlife species are defined as the following:

- Wildlife listed or proposed for listing as threatened or endangered under the FESA (50 CFR 17.11 for listed animals and various *Federal Register* notices for proposed species).
- Wildlife that are candidates for possible future listing as threatened or endangered under the ESA.
- Wildlife that meets the definitions of rare or endangered species under CEQA (State CEQA Guidelines Section 15380).
- Wildlife listed or proposed for listing by the State of California as threatened and endangered under CESA (14 CCR 670.5).
- Wildlife listed as Species of Special Concern (SSC) by the CDFW.
- Wildlife species that are fully protected in California (CFGF Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

The CNDDDB database query conducted for a 10-mile radius of the project site revealed the recorded occurrences of 24 special-status wildlife species. Eight species are formally listed under the FESA and one (monarch butterfly) is a candidate for listing (DWE 2022). Four species are formally listed under CESA (three of which are also federally listed). The remainder are CDFW SSC. Special-status wildlife species known to occur within the project vicinity were evaluated for their potential to occur within the project site. Table 4.3-3 provides the listing status, habitat details, and potential to occur on the project site for each of these species. The project site supports at least marginal habitat for eight special-status wildlife species:

• monarch butterfly (<i>Danaus plexippus</i>)	• Blainville's horned lizard (<i>Phrynosoma coronatum</i>)
• California tiger salamander (<i>Ambystoma californiense</i>)	• western red bat (<i>Lasiurus blossevillii</i>)
• California red-legged frog (<i>Rana draytonii</i>)	• American badger (<i>Taxidea taxus</i>)
• western spadefoot (<i>Spea hammondi</i>)	• Nesting migratory birds and raptors
• Northern California legless lizard (<i>Anniella pulchra</i>)	

The potential for each of these species to occur on the project site is discussed in more detail below.

Table 4.3-3. Special-Status Animal Species Investigated for Potential Occurrence

Species Name	Habitat and Distribution	Legal Status Federal/ State/CDFW	Rationale for Expecting Presence or Absence
Insects			
monarch butterfly <i>Danaus plexippus</i>	Occur along coast from northern Mendocino to Baja California, Mexico. Winter roosts in wind-protected tree groves (eucalyptus, Monterey pine [<i>Pinus radiata</i>], and cypress [<i>Cupressus</i> spp.]), with nectar and water sources nearby.	FC/--/SA	Conditions Present, Species Present: The eucalyptus trees on the project site historically supported winter roosting monarchs, but recent counts dropped abruptly in 1999, and now the project site supports only a small number of individuals (see Table 4.3-4).
vernal pool fairy shrimp <i>Branchinecta lynchi</i>	Occur in vernal pool habitats, including depressions in sandstone, to small swale, earth slump, or basalt-flow depressions with a grassy or, occasionally, muddy bottom in grassland.	FT/-- /--	Suitable Conditions Absent: The project site does not support vernal pools.
Fish			
tidewater goby <i>Eucyclogobius newberryi</i>	Occur in brackish shallow lagoons and lower stream reaches where water is fairly still, but not stagnant.	FE/--/SSC	Suitable Conditions Absent: The project site does not support aquatic habitats capable of supporting this species.
unarmored threespine stickleback <i>Gasterosteus aculeatus williamsoni</i>	Small freshwater fish (up to 5 centimeters, standard length); inhabit slow-moving reaches or quiet-water streams and rivers. Favorable habitats are usually shaded by dense and abundant vegetation. Current range is restricted to upper Santa Clara River and its tributaries in Los Angeles County, San Antonio Creek on Vandenberg Air Force Base in Santa Barbara County, and Shay Creek vicinity in San Bernardino County (U.S. Fish and Wildlife Service 2009).	FE/SE/FP	Suitable Conditions Absent: The project site does not support aquatic habitats capable of supporting this species.
arroyo chub <i>Gila orcuttii</i>	Small freshwater fish that occur in coastal waters of southern California. Typically occur on sandy and muddy bottoms of flowing pools, creeks, intermittent streams, and small to medium rivers. Known populations occur in Malibu Creek, Santa Clara, San Luis Rey, and Santa Margarita River.	--/--/SSC	Suitable Conditions Absent: The project site does not support aquatic habitats capable of supporting this species.
Southern California steelhead Distinct Population Segment (DPS) <i>Oncorhynchus mykiss irideus</i>	Occur in clear, cool water with abundant in-stream cover, well-vegetated stream margins, relatively stable water flow, and 1:1 pool-to-riffle ratio.	FT, PCH /-- /SSC	Suitable Conditions Absent: The project site does not support aquatic habitats capable of supporting this species.
South-Central California Coast steelhead DPS <i>Oncorhynchus mykiss irideus</i>	Occur in clear, cool water with abundant in-stream cover, well-vegetated stream margins, relatively stable water flow, and 1:1 pool-to-riffle ratio.	FT, PCH /-- /SSC	Suitable Conditions Absent: The project site does not support aquatic habitats capable of supporting this species.

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Species Name	Habitat and Distribution	Legal Status Federal/ State/CDFW	Rationale for Expecting Presence or Absence
Amphibians			
California tiger salamander <i>Ambystoma californiense</i> – Santa Barbara DPS	Occur in grasslands or oak woodlands that support natural ephemeral pools or ponds that mimic them. Require seasonal water for breeding and small mammal burrows, crevices in logs, piles of lumber, and shrink-swell cracks in ground for refuges. To be suitable, aquatic sites must retain at least 30 centimeters of water for minimum of 10 weeks in winter.	FE/ST/SSC	Marginally Suitable Upland Habitat Present, Species Absent: The project site contains suitable upland habitat for the species. Although it is within the dispersal distance from known CTS breeding ponds, Orcutt Road and SR 135 are a barrier to CTS movement to the site from these ponds. Regular disking of the project site further precludes the presence of this species.
arroyo toad <i>Anaxyrus californicus</i>	Inhabit coastal southern California from Salinas River Basin in Monterey and San Luis Obispo Counties to Arroyo San Simón in northern Baja California, Mexico. Occupy riparian habitats with sandy streambeds and adjacent pools. Typical vegetation may include cottonwood (<i>Populus</i> spp.), sycamore (<i>Platanus</i> spp.), and willow (<i>Salix</i> spp.) trees. Some populations occur in streams within coniferous forests.	FE/--/SSC	Suitable Conditions Absent: The project site does not support sandy riverine or other aquatic habitats capable of supporting this species.
California red-legged frog <i>Rana draytonii</i>	Occur in aquatic habitats with little or no flow and surface water depths to at least 2.3 feet (0.7 meters [m]). Presence of fairly sturdy underwater supports, such as cattails (<i>Typha</i> spp.).	FT /-- /SSC	Marginally Suitable Upland Habitat Present, Species Absent: No aquatic breeding ponds are on the site. The project site is within the dispersal distance of documented breeding ponds and contains marginal upland habitat. Infill site surrounded by developments and roads renders it unsuitable for any California red-legged frog dispersal opportunity.
western spadefoot <i>Spea hammondi</i>	Inhabit vernal pools in primarily grassland, but also in valley and foothill hardwood woodlands.	--/--/SSC	Marginally Suitable Upland Habitat Present, Species Absent: No breeding ponds occur on the site. Nearest occurrence extirpated from construction of UVP. Periodic site disturbance and yearly weed suppression discing renders the site unsuitable.
Reptiles			
Northern California legless lizard <i>Anniella pulchra</i>	Occur from southern edge of San Joaquin River in northern Contra Costa County south to Ventura County. Occur in scattered locations in San Joaquin Valley, along southern Sierra Nevada mountains, and on desert side of Tehachapi Mountains and part of San Gabriel Mountains. Sandy or loose loamy soils with high moisture content under sparse vegetation.	--/--/SSC	Marginal Conditions Present, Species Absent: Suitable sandy soils onsite. Low quality marginal habitat from periodic site disturbance and yearly weed suppression discing renders the site unsuitable. Not recorded on the site and not observed during 2022 focused surveys.
western pond turtle <i>Emys marmorata</i>	Occur in quiet waters of ponds, lakes, streams, and marshes. Typically, in deepest parts with an abundance of basking sites.	--/--/SSC	Suitable Conditions Absent: The project site does not support freshwater habitat with basking structures.

Richards Ranch Annexation Environmental Impact Report
Section 4.3 Biological Resources

Species Name	Habitat and Distribution	Legal Status Federal/ State/CDFW	Rationale for Expecting Presence or Absence
coast horned lizard <i>Phrynosoma coronatum (blainvillii</i> population)	Frequent a wide variety of habitats, commonly occurring in lowlands along sandy washes, coastal sage scrub, and chaparral in arid and semi-arid climate conditions. Prefer friable, rocky, or shallow sandy soils.	--/--/SSC	Marginal Conditions Present, Species Absent: Suitable sandy soils onsite. Low quality marginal habitat from periodic site disturbance and yearly weed suppression discing renders the site unsuitable. Not recorded on the site and not observed during 2022 focused surveys.
two-striped garter snake <i>Thamnophis hammondi</i>	Occur in coastal California from Salinas to Baja California and at elevations up to 7,000 feet (2,134 m). Found along streams with rocky beds and permanent freshwater.	--/--/SSC	Suitable Conditions Absent: The project site does not support aquatic habitats capable of supporting this species.
Birds			
tricolored blackbird <i>Agelaius tricolor</i>	(Nesting colony); require open water, protected nesting substrate, such as cattails or tall rushes (<i>Juncus</i> spp.), and foraging area with insect prey.	MBTA/--/SSC	Suitable Conditions Absent: The project site does not support freshwater marsh habitat for nesting.
Southern California rufous-crowned sparrow <i>Aimophila ruficeps canescens</i>	Resident in Southern California coastal sage scrub and sparse mixed chaparral. Frequents relatively steep, often rocky hillsides with grass and forb patches.	MBTA/--/WL	Suitable Conditions Absent: The project site is not sloped and does not support the appropriate habitats.
burrowing owl <i>Athene cunicularia</i>	Occur in open, dry grasslands, deserts, and scrublands. Subterranean nester, dependent on burrowing mammals.	MBTA/--/SSC	Suitable Conditions Absent: Suitable ground squirrels burrows onsite. Low quality marginal habitat from periodic site disturbance and yearly weed suppression discing renders the site unsuitable. Not recorded on the site and not observed during 2022 surveys.
yellow warbler <i>Setophaga petechia</i>	Usually found in riparian deciduous habitats in summer. Stays among cottonwoods, willows, alders (<i>Alnus</i> spp.), and other small trees and shrubs. Nest is an open cup placed 2–16 feet (0.6–4.9 m) aboveground in a deciduous sapling or shrub.	--/--/SSC	Suitable Conditions Absent: The project site does not support riparian habitats.
least Bell's vireo <i>Vireo bellii pusillus</i>	Summer resident of southern California. Occur in low riparian areas in vicinity of water or in dry river bottoms below 2,000 feet (610 m) elevation. Nest along margins of bushes or twigs of willow, <i>Baccharis</i> , or mesquite.	FE/SE/--	Suitable Conditions Absent: The project site does not support riparian habitats.
Class Aves Other migratory bird species (nesting)	Annual grasslands, coastal scrub, chaparral, and oak woodlands may provide nesting habitat.	MBTA/--/--	Suitable Conditions Present: Suitable nesting habitat occurs in the eucalyptus and ornamental tree stands on the fringes of the project site. The site could potentially provide suitable habitat for ground/grassland/shrub-nesting songbird species such as sparrows and finches, however, regular discing for fire and weed suppression has diminished the suitability of the habitat for these species.

Richards Ranch Annexation Environmental Impact Report
Section 4.3 Biological Resources

Species Name	Habitat and Distribution	Legal Status Federal/ State/CDFW	Rationale for Expecting Presence or Absence
Mammals			
pallid bat <i>Antrozous pallidus</i>	Prefer rocky outcrops, cliffs, and crevices with access to open habitats for foraging. Day roosts are in caves, crevices, mines, and occasionally in hollow trees and buildings. Night roosts may be in more open sites, such as porches and buildings.	--/--/SSC	Suitable Conditions Absent: The site does not support rocky outcrops or crevices for roosting.
Townsend's big-eared bat <i>Corynorhinus townsendii</i>	Occur in a wide variety of habitats; most common in mesic (wet) sites. May use trees for day and night roosts; however, require caves, mines, rock faces, bridges, or buildings for maternity roosts. Maternity roosts are in relatively warm sites.	--/--/SSC	Suitable Conditions Absent: The lack of mesic conditions, rock faces, caves, bridges, and other structures on the project site precludes this species from roosting on the project site.
western red bat <i>Lasiurus blossevillei</i>	Roost primarily in trees, often in edge habitats adjacent to streams, fields, or urban areas (Zeiner et al. 1990). Mating occurs in August and September and young are born from late May through early July.	--/--/SSC	Marginal Conditions Present: Marginal suitable habitat conditions present in eucalyptus trees. Not recorded from site.
American badger <i>Taxidea taxus</i>	Occur in open stages of shrub, forest, and herbaceous habitats; need uncultivated ground with friable soils.	--/--/SSC	Marginal Conditions Present: Suitable sandy soils onsite. Low quality marginal habitat from periodic site disturbance and yearly weed suppression disking renders the site unsuitable. Not recorded on the project site and not observed during 2022 focused surveys.

Source: Unless otherwise noted, all habitat and distribution data provided by the CNDDB (CDFW 2021c).

Status Codes:

-- = No status

Federal: FE = Federal Endangered; FT = Federal Threatened; FC = Federal Candidate; CH = Federal Critical Habitat; PCH = Proposed Federal Critical Habitat; MBTA = Protected by Federal Migratory Bird Treaty Act

State: SE = State Endangered; ST = State Threatened; SCT = State Candidate Threatened, SCE = State Candidate Endangered

CDFW: SSC = Species of Special Concern; FP = Fully Protected Species; SA = Not formally listed but included in CDFW Special Animals List; WL = Watch List

Rationale Terms: **Species Present:** Species was or has been observed in the survey area. **Suitable Conditions Present:** Survey area is within the species' range and supports the appropriate habitat, soils, elevation, and other habitat requirements. **Marginal Conditions Present:** Survey area is in the species' range and supports the appropriate habitat but other factors (past disturbances, presence of predators, etc.) may preclude species occurrence. **Suitable Conditions Absent:** Survey area is not in the species' range and/or does not support the appropriate habitat, soils, elevation, and/or other habitat requirements.

MONARCH BUTTERFLY

The monarch butterfly (*Danaus plexippus*) is a candidate for listing under the ESA and on CDFW's Special Animals list (CDFW 2022). It uses coastal woodlands and eucalyptus/pine tree stands for fall and winter roosts, typically from October through January. The project site supports stands of trees that have been observed with a small aggregation of fall/winter roosting monarch butterflies dating back to 1998. The original 1998 record recorded 176 individuals. Currently only 34 were recorded in 2021/2022 (Table 4.3-4).

Table 4.3-4. Monarch Butterfly Overwintering Roost Counts—CNDDDB Occurrence #354; Xerces Union Valley Parkway Site ID 2688

Survey Date	Count
CNDDDB Occurrence #354 Counts	
November 1998	71
December 1998	176
February 1999	119
March 1999	5
Xerces Society Community Science Counts	
Year 2010	Not Counted
Year 2011	Not Counted
Year 2012	Not Counted
Year 2013	Not Counted
Year 2014	Not Counted
Year 2015	19
Year 2016	30
Year 2017	18
Year 2018	2
Year 2019	0
Thanksgiving Count 2021	28
New Year's Count 2021–2022	34

Sources: CNDDDB (CDFW 2021c) accessed March 2022; Xerces Society for Invertebrate Conservation Western Monarch Count Community Science Program (2022)

The Pismo Beach monarch butterfly preserve was visited prior to conducting the December and January field surveys as a reference site for potential monarch butterfly winter use of the project site. The 2021–2022 season documented over 22,000 monarch butterflies at the Pismo Beach preserve, which was considered an excellent year compared to recent years. Hundreds of monarch butterflies were readily observable in flight and roosting at the Pismo Beach preserve the same days surveys were conducted for the project site. No monarch butterflies were observed on the project site during the December 17, 2021, field survey under ideal sunny conditions with little wind. Similarly idyllic conditions for observing monarch butterflies occurred during DWE's second survey on January 5, 2022, but only four monarch butterflies were observed in flight and stationary on the east edge of the eucalyptus stand on the south side of the project site. The Xerces Society community science program (Xerces Society Western Monarch New Year's Count 2022) recorded 28 monarchs in November 2021, and 34 during the "New Years" counts (Table 4.3-4). The BRA (DWE 2022) provides a detailed breakdown of the results of survey data

over multiple years. Based on this, there appears to have been a sizable winter roosting population in 1998, then a sharp decline to only five individuals in 1999. Subsequent surveys between 2015 and 2022 only yielded between 0 and 34 butterflies (DWE 2022). The most recent observations of less than 40 monarch butterflies do not represent a substantial occurrence of a roosting site compared to other Xerces Society monitoring sites, which contain numbers ranging from 500 and upwards to 20,000 individuals at winter roost sites. Based on recent data, the eucalyptus stands onsite do not constitute a winter roosting site; however, individual butterflies do occur onsite.

CALIFORNIA TIGER SALAMANDER

The California tiger salamander (*Ambystoma californiense*) Santa Barbara County Distinct Population Segment (DPS) is listed as endangered under the FESA and threatened under CESA. It spends most of its life in upland underground refuges in small mammal burrows and can disperse upwards of 1.3 miles from its temporary (seasonal) breeding ponds. There are known breeding ponds approximately 1.4 miles west of SR 135 on airport lands and elsewhere mostly to the south. There was a closer breeding occurrence west of SR 135, but it has been extirpated. The entire area north of Foster Road all the way west to Blosser Road has been planted in strawberries (see DWE 2022; see Appendix F). There is substantial residential development, active agriculture, and the four-lane SR 135 separating the project site from any known or potential breeding ponds, which are barriers to any California tiger salamander dispersal onto the project site. The USFWS maps the project site as outside of the western Santa Maria/Orcutt metapopulation and potential distribution (USFWS 2016). Additionally, curbs along Orcutt Road and portions of UVP represent additional barriers to California tiger salamander movement. For these reasons, the project site does not support upland dispersal or refuge habitat for the California tiger salamander. A complete California tiger salamander site assessment report substantiating these findings was provided by DWE as an appendix to the BRA (DWE 2022; see Appendix F).

CALIFORNIA RED-LEGGED FROG

The California red-legged frog (*Rana draytonii*) is listed as threatened under the FESA and is a State SSC. The CNDDDB has recorded occurrences of the California red-legged frog in the vicinity of the project site to the west of SR 135 in ditches and ponds around the Santa Maria Airport, and agricultural ponds and ditches mostly to the west around Highway 1 and Black Road. There is no aquatic habitat on the project site that may attract a California red-legged frog from other areas. In addition, while the California red-legged frog may disperse across uplands between breeding sites, SR 135 creates a barrier to movement of frogs from the west, and there are no breeding sites in the urbanized development around the project site that might prompt movement across the site. Therefore, there is no suitable breeding or dispersal habitat on the project site for the California red-legged frog.

WESTERN SPADEFOOT

The western spadefoot (*Spea hammondi*) is listed as a CDFW SSC. The CNDDDB search identified a 2011 western spadefoot occurrence of 50 adults in a rain-filled pool at the southeast corner of Hummel Drive and UVP, over 600 feet east of the project site. Intervening upland habitat between Hummel Drive and the project site was removed during construction of UVP and a detention basin. No suitable seasonal pools occur on the project site. Given the site's proximity (600 feet) to a recently (2011) extirpated breeding site, there is a very low likelihood that an estivating western spadefoot could still occur on the project site.

NORTHERN CALIFORNIA LEGLESS LIZARD

The northern California legless lizard (*Anniella pulchra*), a CDFW SSC, is closely associated with sandy or very friable loamy soils under coastal scrub or woodland vegetation with soil moisture and vegetative cover being essential. Lizard population densities have been reported associated with certain plant species that provide leaf litter and strong root structures attracting preferred prey and offering cover. Large lupines (*Lupinus arboreus*, *L. chamissonis*, *L. albifrons*), mock heather (*Ericameria ericoides*), and coast live oak (*Quercus agrifolia*) are among the most common indicators for this species (Kuhn et al. 2005). There are three CNDDDB records within 2 miles of the project site. One, less than 1 mile from the project site, was found during clearing the site for construction along UVP (Occurrence # 85). A second record, approximately 1.6 miles southeast, was found in the backyard of a residential development (Occurrence # 314). The third record, approximately 1.75 miles east of the project site, was found along a sandy dirt access road by an environmental monitor during trenching activities. The sandy soils on the project site and remnants of disturbed coastal scrub represent suitable habitat for this species. However, regular mowing/discing of the site and periodic removal of shrubs has likely reduced their population numbers. Field surveys conducted by DWE on March 7 and April 27, 2022, which included raking around the coastal scrub habitat, did not result in any observations of the northern California legless lizard (DWE 2022). This species is rarely observed aboveground, requires extensive search efforts to find, and can be easily missed. Therefore, this species could still potentially occur onsite.

BLAINVILLE'S (COAST) HORNED LIZARD

The Blainville's (coast) horned lizard (*Phrynosoma blainvillii*), a CDFW SSC, occurs in a wide variety of habitats, requiring sandy soils, abundant ant colonies for food, open areas for sunning, and shrubs for cover. Sandy loam or loamy sand and alkali soils are key predictors for the presence of Blainville's horned lizards in the San Joaquin Valley (Gerson 2011). Appropriate habitat for Blainville's horned lizard must include an abundance of the native harvester ant (*Pogonomyrmex* and *Messor* sp.). Non-native Argentine ants (*Linepithema humile*) are detrimental to Blainville's horned lizard food resources, as they outcompete the native harvester ant, and the lizard will not eat the Argentine ant (CDFW 2007, 2021c; Gerson 2011). There are no CNDDDB occurrences within the urban areas of Santa Maria. The closest CNDDDB occurrence is approximately 4.15 miles southeast of the project site and is likely extirpated from development (Occurrence # 619). The remainder of the CNDDDB occurrences in the vicinity of Santa Maria are associated with the Santa Maria River. While the project site does contain sandy soils, gopher burrows, and shrubs for cover, this species is unlikely to be in an infill parcel such as this because of the lack of their primary prey source, native ants. Urban environments are heavily dominated by invasive Argentine ant. Field surveys conducted by DWE on March 7 and April 27, 2022, did not result in any observations of horned lizards (DWE 2022). While it is a cryptic species and difficult to spot, it was determined that this species is unlikely to occur on the project site.

WESTERN RED BAT

The western red bat (*Lasiurus blossevillei*) is a CDFW SSC. The closest CNDDDB occurrences are located approximately 6 miles south on Vandenberg Air Force Base and are associated with either Barka slough or San Antonio Creek (CDFW 2021c). Western red bats roost on the underside of overhanging leaves (Pierson et al. 2002). In the Central Valley, they were found to be more abundant in remnant stands of cottonwood/sycamore riparian habitats, but also roosted extensively in orchards and were observed roosting in planted eucalyptus stands (Pierson et al. 2006). On Vandenberg Air Force Base, western red bats were primarily associated with creek drainages (Pierson et al. 2002). The eucalyptus and ornamental tree stands have the potential to provide roosting habitat for the western red bat. However, the isolated and infill nature of the site, along with the lack of proximity to water, particularly riparian areas for

foraging, make it an unlikely area for roosting. Nevertheless, no focused bat surveys were conducted for the property, so their presence cannot be ruled out.

AMERICAN BADGER

The American badger (*Taxidea taxus*), a CDFW SSC, is a grassland species needing abundant small mammal prey; they are easily detected by their distinctive half-moon shaped burrows. There was no evidence of badger use observed on the project site during DWE field surveys that included close inspection of burrows with the obvious tailings from ground squirrels. Very little evidence of small mammal use was observed onsite, suggesting the isolated infill site has low suitability for the American badger.

4.3.2 Regulatory Setting

4.3.2.1 Federal

ENDANGERED SPECIES ACT

The FESA provides the legal framework for the listing and protection of species (and their habitats) identified as being endangered or threatened with extinction. “Critical Habitat” is a term in the ESA designed to guide actions by federal agencies and is defined as “an area occupied by a species listed as threatened or endangered within which are found physical or geographical features essential to the conservation of the species, or an area not currently occupied by the species which is itself essential to the conservation of the species.” Actions that jeopardize endangered or threatened species and/or critical habitat are considered a “take” under ESA. “Take” under federal definition means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.

Projects that would result in “take” of any federally listed threatened or endangered species, or critical habitats, are required to consult with the USFWS through either ESA Section 7 (interagency consultation with a federal nexus) or Section 10 (Habitat Conservation Plan), depending on the level of federal government involvement in permitting and/or funding of the project. The ESA does not protect plants unless there is a federal nexus. Plants may not be removed from lands under federal jurisdiction, and activities with a federal nexus have the consultation requirement described above (16 United States Code 1536 – Interagency Cooperation).

MIGRATORY BIRD TREATY ACT

All migratory, non-game bird species that are native to the United States or its territories are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR 10.13), as amended under the Migratory Bird Treaty Reform Act of 2004. The MBTA makes it illegal to purposefully take (pursue, hunt, shoot, wound, kill, trap, capture, or collect) any migratory bird, or the parts, nests, or eggs of such a bird, except under the terms of a valid federal permit. Migratory non-game native bird species are protected by international treaty under the federal MBTA.

4.3.2.2 State

CALIFORNIA ENDANGERED SPECIES ACT

The CESA, like the FESA, contains a process for listing of species and regulating potential impacts to listed species. State threatened and endangered species include both plants and wildlife, but do not include invertebrates. The designation “rare species” applies only to California native plants. State

threatened and endangered plant species are regulated largely under the Native Plant Preservation Act in conjunction with the CESA. State threatened and endangered animal species are legally protected against “take.” The CESA authorizes the CDFW to enter into a memorandum of agreement for take of listed species to issue an incidental take permit for a state-listed threatened and endangered species only if specific criteria are met. Section 2080 of the CESA prohibits the take of species listed as threatened or endangered pursuant to the Act. Section 2081 allows CDFW to authorize take prohibited under Section 2080 provided that: 1) the taking is incidental to an otherwise lawful activity; 2) the taking will be minimized and fully mitigated; 3) the applicant ensures adequate funding for minimization and mitigation; and 4) the authorization will not jeopardize the continued existence of the listed species.

CALIFORNIA FISH AND GAME CODE

CFGC Section 3511 includes provisions to protect Fully Protected species, such as: 1) prohibiting take or possession “at any time” of the species listed in the statute, with few exceptions; 2) stating that “no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to “take” the species; and 3) stating that no previously issued permits or licenses for take of the species “shall have any force or effect” for authorizing take or possession. The CDFW is unable to authorize incidental take of “fully protected” species when activities are proposed in areas inhabited by those species. CFGC Sections 3503 and 3503.5 state that it is unlawful to take, possess, or destroy the nest or eggs of any bird, with occasional exceptions. In addition, Section 3513 states that it is unlawful to take or possess any migratory bird as designated in the MBTA or any part of such migratory birds except as provided by rules and regulations under provisions of the MBTA. The CDFW also manages the California Native Plant Protection Act of 1977 (CFGC Section 1900, et seq.), which was enacted to identify, designate, and protect rare plants. In accordance with CDFW guidelines, CNPS 1B list plants are considered “rare” under the CESA, and are evaluated in CEQA documents.

OTHER SECTIONS OF THE CALIFORNIA FISH AND GAME CODE

Fully Protected species may not be taken or possessed without a permit from the Fish and Game Commission and/or CDFW. Information on these species can be found within Section 3511 (birds), Section 4700 (mammals), Section 5050 (reptiles and amphibians), and Section 5515 (fish) of the CFGC.

CALIFORNIA FISH AND GAME CODE SECTION 1602

CFGC Section 1602 requires any person, state or local government agency, or public utility proposing a project that may affect a river, stream, or lake to notify the CDFW before beginning the project. If activities would result in the diversion or obstruction of the natural flow of a stream, substantially alter its bed, channel, or bank, impact riparian vegetation, or adversely affect existing fish and wildlife resources, a Streambed Alteration Agreement is required. A Streambed Alteration Agreement lists the CDFW conditions of approval relative to the proposed project and serves as an agreement between an applicant and the CDFW for a term of not more than 5 years (for standard agreements) for the performance of activities subject to this section. Implementation of the proposed project may require a Section 1602 Streambed Alteration Agreement for any impacts within the banks of drainages and extending to the outer edge of riparian vegetation (whichever is greater) if these areas are determined to be jurisdictional by CDFW.

4.3.2.3 Local

CITY OF SANTA MARIA GENERAL PLAN RESOURCES MANAGEMENT ELEMENT

The *City of Santa Maria General Plan Resources Management Element* (RME) was adopted by the City Council on April 4, 1981, updated and readopted in 1996, and contains amendments through January 16, 2001. The biological resources section of the RME identifies biological resources as vegetation and wildlife in the city inclusive of plant species, wildlife species, and their habitats. The RME recognizes biological resources to provide ecological, educational, historic, scientific, and aesthetic value to the people of the Santa Maria Valley.

The RME also identifies the urban forest as having ecological value. The RME defines an urban forest as the planted environment within a city. It includes both public and private open space areas planted with trees, shrubs, lawns, and other forms of vegetation. Street trees, landscaped easements and medians, and parks are also part of the urban forest.

Goal 3 – Preserve natural biological resources and expand Santa Maria’s urban forest.

Policy 3. Protect and preserve biological resources, and expand the urban forest within the Planning Area¹ in order to enhance the quality of life in the Santa Maria Valley.

Objective 3.1.a - Plant and Animal Taxa and Habitats. Ensure that all development near sensitive habitats avoids significant impacts to these areas.

Implementation Program 5. Require street trees to be incorporated into the design and plans of new developments.

Implementation Program 6. Preserve and maintain existing trees along and in public streets and parking lots.

Implementation Program 7. Enforce the tree replacement standards contained in Chapter 44 of Title 12 of the Municipal Code.

Implementation Program 9. Enforce the existing ordinance that requires developers of new buildings to plant trees and shrubs to improve energy efficiency and to preserve existing trees on building sites.

CITY OF SANTA MARIA MUNICIPAL CODE

The City of Santa Maria’s (City’s) Municipal Code is designed to preserve and expand the urban forest by requiring replacement trees for those proposed for removal. Section 12-44.04 provides specific landscape design standards and mitigation ratios as follows:

Section 12-44.04. Specific landscape design standards. The location, size and species of all existing trees in excess of six (6) inches in diameter and any existing street trees, shall be indicated on landscape plans submitted to the City. Existing trees shall be retained unless the finding can be made by the City Parks Department staff that the preservation of the tree presents a hazard to the health, safety and general welfare of the public or cannot be reasonably accommodated by the proposed development.

¹ The General Plan (City of Santa Maria 1996), which includes the RME, uses the term Planning Area to describe the area within the city limits and the Sphere of Influence of the City of Santa Maria.

- 1) The grades around existing trees designated to remain shall not be altered more than three (3) inches within the area from the trunk to the canopy dripline.
- 2) Pavement within the canopy dripline of existing trees should not exceed twenty-five percent (25%) of the area of the canopy.
- 3) Existing trees that are approved for removal shall be replaced by suitable species sized as follows or as approved by the Zoning Administrator:

Size of Tree Removed	Replace With
Trunk diameter: 6 to 8 inches	Two 24-inch box size trees (height 4 feet 6 inches) (3- to 5-inch trunk diameter)
Trunk diameter: 9 to 12 inches	Four 24-inch box size trees (height 4 feet 6 inches) (3- to 5-inch trunk diameter)
Trunk diameter: 12+ inches	Six 24-inch box size trees (height 4 feet 6 inches) (3- to 5-inch trunk diameter)

4.3.3 Thresholds of Significance

The following thresholds of significance for the effects on biological resources are based on Appendix G of the State CEQA Guidelines. An impact is considered significant if the project would:

- 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 CDFW or USFWS.
- 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 CDFW or USFWS.
- c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- 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.
- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- 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.

Each of these thresholds is discussed under Section 4.3.5, Project-Specific Impacts and Mitigation Measures, below.

4.3.4 Impact Assessment Methodology

The impact assessment focuses on identifying potential impacts associated with implementation of the project and is based on the site's existing conditions, the regulatory setting, and the project description. The emphasis is on determining the potential effects of the project on federal, state, and locally regulated species and habitats on the project site. Adverse impacts could occur if the project could result in temporary or permanent modification of sensitive communities, or habitats occupied by special-status

species, or directly affect special-status species. The impact assessment is based on the results of technical studies prepared for the project by David Wolff Environmental, LLC (DWE 2022; see Appendix F).

4.3.5 Project-Specific Impacts and Mitigation Measures

Would the project 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?

Based on the special-status species assessment, it was determined that three special-status wildlife species (monarch butterfly, northern California legless lizard, and western red bat) and nesting migratory birds and raptors could potentially occur on the project site (DWE 2022).

CONSTRUCTION-PERIOD IMPACTS – PROJECT SITE

Project construction activities, including tree removal, grading, utility installation, paving, etc., could potentially result in impacts to special-status wildlife if they are present on the 43.75-acre project site. Direct impacts could include trampling, being exposed to desiccation and/or predation, being collected, being entombed, and loss of habitat. Indirect impacts could include stress and loss of reproductive success among relocated individuals, excessive noise resulting in site or nest abandonment, or increased human activity resulting in changes to wildlife movement and behaviors. The potential for direct and indirect impacts to special-status animal species resulting from construction-period impacts would be *significant without mitigation*.

BIO Impact 1	
The project could directly or indirectly impact special-status wildlife species during project construction.	
Mitigation Measures	
Implement Mitigation Measures BIO/mm-2.1, BIO/mm-3.1, BIO/mm-4.1, BIO/mm-5.1, and BIO/mm-11.1.	
BIO/mm-1.1	Prohibition of Invasive Plants. The landscape architect shall provide a signed statement on the landscape plans that the planting plan does not include any plant that occurs on the California Exotic Pest Plant Council and the California Invasive Plant Council Lists 1, 2, and 4. Plants considered to be invasive by the California Exotic Pest Plant Council and the California Invasive Plant Council shall not be used onsite.
BIO/mm-1.2	Biological Monitor. Prior to grading or building permit issuance for any future development within the project site, the developer shall retain a City-approved project biologist to provide monitoring services for all measures requiring biological mitigation. The biologist shall be responsible for ensuring that compliance with biological resource mitigation measures occurs, conducting construction crew training regarding sensitive species that have the potential to occur, maintaining the authority to stop work, and outlining actions in the event of non-compliance. Biological monitoring shall be conducted full time during the initial disturbances (site clearing) and be reduced to monthly following initial disturbances, or more frequently, if necessary, as determined by the City-approved project biologist.
BIO/mm-1.3	Worker Environmental Training Program. Prior to implementation of construction activities (including staging and mobilization), the developer shall ensure all personnel associated with project construction attend a training to facilitate Worker Environmental Training. The Worker Environmental Training shall be conducted by a City-approved biologist to help workers recognize special-status plants and animals to be protected in the project site. The training

BIO Impact 1	
	<i>program shall include identification of relevant sensitive species and habitats, description of the regulatory status and general ecological characteristics of sensitive resources, documentation of each employee's participation in trainings and information presented. Any future contractor and/or subcontractor with employees working at the project site shall set aside time for the City-approved biologist to provide Worker Environmental Training for all employees that will be onsite. Topics will include regulatory framework and best practices to avoid and minimize impacts to protected plants, animals, and their habitats. Each group of new personnel or individuals shall be provided with an environmental briefing by the City-approved project biologist.</i>
BIO/mm-1.4	Cover Excavations. During construction, all trenches, holes, and other excavations with sidewalls steeper than a 1:1 (45 degree) slope and 2 or more feet deep shall be covered when workers or equipment are not actively working in the excavation. If any such excavations remain uncovered, they shall have an escape ramp of earth or a non-slip material with a 1:1 (45 degree) slope or flatter. All excavated areas shall be inspected by the City-approved biologist before backfilling.
BIO/mm-1.5	Biodegradable Erosion Control. During construction, use erosion control products made of natural fiber (biodegradable) to prevent wildlife from getting ensnared or strangled by monofilament, coir rolls, erosion control mats or blankets, straw or fiber wattles, or similar erosion control products.
Residual Impacts	
<i>With implementation of the identified mitigation measures, and additional species-specific mitigation measures listed below, residual impacts to special-status species would be less than significant with mitigation.</i>	

MONARCH BUTTERFLY

Monarch butterflies are a candidate for listing under the ESA. The project site supports stands of trees that have historically supported an aggregation of winter roosting monarch butterflies. There was a sudden drop in the use of the site in 1999, and since then, the counts have only ranged between 0 and 34. The recorded count for 2021/2022 was 34 (Table 4.3-4; CNDDDB and Xerces Society monarch butterfly counts [DWE 2022]). All the eucalyptus trees onsite are proposed to be removed by the project. Since these trees are not currently used as a winter roost site, impacts from the tree removal will be low. However, a few monarchs do show up each year, and if present in the eucalyptus trees during construction, they could be directly impacted by construction activities. Direct adverse impacts could include direct mortality of overwintering monarch butterflies; indirect adverse impacts could include excessive noise from construction equipment prompting the overwintering monarchs to abandon the site. The potential for direct and indirect impacts to monarch butterflies during project construction would be *significant*.

BIO Impact 2
The project could directly impact monarch butterflies.
Mitigation Measures
<i>Implement Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5.</i>

BIO Impact 2	
BIO/mm-2.1	<i>If possible, site disturbance and construction activity that would impact eucalyptus trees onsite shall not occur during the monarch butterflies' fall and winter migration (October 15 through February 29) period. If tree or vegetation removal or site disturbance is required during the monarch butterflies' fall and winter migration, a City-approved biologist shall conduct a preconstruction survey for monarch butterflies that could be using the eucalyptus trees on the site for overwintering within 7 days of proposed vegetation removal or site disturbance or when known monarch overwintering is occurring at other locations within the region. If monarch butterflies are detected, development shall be postponed until after the overwintering period or until a City-approved biologist determines monarch butterflies are no longer using the trees for overwintering.</i>
Residual Impacts	
<i>With implementation of the identified mitigation measures, residual impacts to monarch butterflies would be less than significant with mitigation.</i>	

NORTHERN CALIFORNIA LEGLESS LIZARD

The sandy soils on the project site and remnants of disturbed coastal scrub represent suitable habitat for the northern California legless lizard, a CDFW SSC. Even though the project site is regularly disced for weed suppression, and surveys during 2022 did not detect them, there is still potential for them to occur in low numbers. The nearby CNDDDB occurrences were of individuals uncovered during construction activities and one was found in the backyard of a residence. Project activities such as grading and other excavation could result in direct impacts, loss of habitat, and mortality. The potential for direct and indirect impacts to northern California legless lizard during construction of the project would be *significant*.

BIO Impact 3	
The project could directly and indirectly impact northern California legless lizards during project construction.	
Mitigation Measures	
<i>Implement Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5.</i>	
BIO/mm-3.1	<i>Within 30 days prior to and during initial ground disturbance of the coastal scrub and grassland habitat onsite, a City-approved biologist shall conduct surveys for northern California legless lizards within suitable habitat areas within the development footprint and any adjacent staging areas. Prior to initial ground disturbance, the City-approved biologist shall identify an appropriate receptor site with suitable habitat for any northern California legless lizards that may be found during the survey. The biologist shall use hand search or cover board methods in areas of disturbance where legless lizards are expected to be found (e.g., under shrubs, other vegetation, or debris). If cover board methods are used, they shall commence at least 30 days prior to the start of construction. Hand search surveys shall be completed immediately prior to and during disturbances to the vegetated areas. During vegetation-disturbing activities, the biologist shall walk behind the equipment to capture northern California legless lizards that are unearthed by the equipment. The biologist shall capture and relocate any legless lizards or other reptiles observed during the survey effort. The captured individuals shall be relocated from the construction area and released at the predetermined receptor site.</i>

BIO Impact 3
Residual Impacts
<i>With implementation of the identified mitigation measures, residual impacts to northern California legless lizard would be less than significant.</i>

NESTING BIRDS

All the vegetation onsite has the potential to support nesting birds. If the trees or other vegetation were removed while birds were nesting, the nesting individuals could be directly or indirectly impacted by the vegetation removal. The potential for direct impacts may include physically destroying an active nest and the nest's occupants. Indirect impacts may include excessive noise or movement causing nest abandonment. Direct and indirect impacts to nesting birds and raptors during construction of the project would be *significant*.

BIO Impact 4
The project could directly and indirectly impact nesting birds during project construction.
Mitigation Measures
<i>Implement Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5.</i>
BIO/mm-4.1 <i>Vegetation removal and initial site disturbance shall be conducted between September 1 and January 31 outside of the nesting season for birds. If vegetation and/or tree removal is planned for the bird nesting season (February 1 to August 31), then preconstruction nesting bird surveys shall be conducted by a City-approved biologist to determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required. If any active nests are found that would be impacted by construction, then the nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nests as determined by the City-approved biologist. Nest sites shall be avoided and protected with the non-disturbance buffer zone until the adults and young of the year are no longer reliant on the nest site for survival, as determined by the monitoring biologist.</i>
Residual Impacts
<i>With implementation of the identified mitigation measures, residual impacts to nesting birds would be considered less than significant with mitigation.</i>

WESTERN RED BATS

The eucalyptus trees onsite have the potential to support roosting western red bats (a CDFW SSC). If bats were roosting in the trees at the time the trees were removed, the bats could be directly impacted by the tree removal. Impacts to bats could include disrupting a maternal roost, loss of roosting habitat, and/or crushing or otherwise physically harming individuals. The potential for direct and indirect impacts to roosting western red bats during construction of the project would be *significant*.

BIO Impact 5	
The project could directly and indirectly impact roosting western red bats during project construction.	
Mitigation Measures	
BIO/mm-5.1	<i>The developer shall retain a qualified biologist to conduct roosting bat surveys prior to any tree removal. Pre-disturbance surveys for bats shall include two daytime and two dusk surveys no more than 30 days prior to the tree removal to determine if bats are roosting in the trees. The biologist(s) conducting the preconstruction surveys shall identify the nature of the bat utilization of the area (i.e., no roosting, night roost, day roost, maternity roost). If bats are found to be roosting in the project area, the developer shall develop the project in such a way that avoids the bat roost. If avoidance of the bat roost is not feasible, tree removal shall be delayed until the bats have left the area.</i>
Residual Impacts	
<i>With implementation of the identified mitigation measure, residual impacts to western red bat would be less than significant.</i>	

Operational Impacts – Project Site

Upon completion of construction activities associated with the buildout of the project site, the project site would mainly consist of a built urban environment with landscaped areas, several parks, and one or more stormwater detention basins. Landscaped areas and parks would include planted trees and vegetation that would be maintained in accordance with the City's Landscape Standards provided in the City's Municipal Code (Chapter 12 Section 44). Based on the developed nature of the environment and limited habitat features, the project site would provide negligible quality habitat onsite to support locally common wildlife species, and no special-status plant or wildlife species would be expected to reside within the project site.

The project site is generally surrounded by residential developments to the north, east, and south, and SR 135 and active agricultural cultivation to the west. Some of the active agricultural fields to the west of the project site have been recently approved for commercial development. Connectivity within the project site is further fragmented by UVP, which bisects the project site. Based on the developed urban uses and heavily traveled roadways that surround the project site, wildlife movement through the project site and immediately surrounding area would be extremely limited. Locally common bird species may move through the project site, but nesting activities would not be expected due to the ongoing noise and other disturbances commonly associated with developed areas and limited tree canopy available onsite.

Based on the developed nature of the project site and surrounding urban land uses, operational impacts to special-status species and their habitats would be *less than significant*.

BIO Impact 6
Project operation would not directly or indirectly impact special-status wildlife species.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Impacts to biological resources during project operation would be less than significant.</i>

OFF-SITE INFRASTRUCTURE IMPROVEMENTS

The project would require several utility infrastructure improvements that would result in work outside of the boundaries of the 43.75-acre project site. Off-site infrastructure improvements associated with the project would include upsizing of the existing water lines under Orcutt Road and UVP and upsizing of an existing wastewater pipeline from the Laguna County Sanitation District (LCSD) sewer manhole MH1010, located near the northwest corner of the project site in Orcutt Road, to Foster Road (approximately 675 feet of pipeline). Based on the best available information provided by Golden State Water Company, it is assumed that the water main upgrades would be limited to pipelines that would be replaced underneath paved roads and/or within existing roadway rights-of-way.

Similar to conditions within the project site, none of the proposed off-site improvement areas overlay existing surface waterways or riparian vegetation. In addition, the off-site improvement areas are all located east of SR 135, which functions as a movement barrier for California red-legged frogs that may travel upland from documented breeding ponds located west of SR 135. Due to the close proximity of the proposed off-site improvements to the project site, same climate conditions, and underlying sandy soils, these off-site improvement areas have the potential to support suitable habitat to the same special-status species as the project site, with the exception of overwintering habitat for monarch butterflies, as there are no mature eucalyptus trees located within or immediately adjacent to proposed off-site disturbance areas.

Proposed off-site improvements would occur within existing paved roadways and unpaved road shoulder areas within roadway rights-of-way. Paved areas would have no potential for natural vegetation to occur. Based on the heavily disturbed and ruderal nature of the unpaved roadway shoulder areas, and the absence of special-status plant species within the adjacent 43.75-acre project site, special-status plant species are not expected to occur within the off-site improvement areas and potential impacts would be less than significant.

Special-status wildlife species that may have the potential to be impacted by proposed off-site improvements include California legless lizard, nesting birds, and roosting bats. Direct impacts could include trampling, being exposed to predation, being collected, being entombed, and loss of habitat. Indirect impacts could include stress and loss of reproductive success among relocated individuals, excessive noise resulting in site or nest abandonment, increased human activity resulting in changes to wildlife movement and behaviors, increased vehicle use of the area exacerbating road kills, or introduction of invasive plant species that could change habitat conditions to open space preserved onsite. While construction and installation of off-site utility improvements are not anticipated to require removal of any existing trees, indirect impacts to nesting birds and roosting may occur during grading, construction, or installation of off-site utility infrastructure.

With implementation of Mitigation Measures BIO/mm-1.2 through BIO/mm-1.5, and BIO/mm-3.1, BIO/mm-4.1, and BIO/mm-5.1, potential impacts to special-status species would be *less than significant with mitigation*.

BIO Impact 7
The development of the infrastructure improvements beyond the 43.75-acre project site boundary could directly or indirectly impact special-status wildlife species.
Mitigation Measures
Implement Mitigation Measures BIO/mm-1.2 through BIO/mm-1.5, BIO/mm-3.1, BIO/mm-4.1, and BIO/mm-5.1.
Residual Impacts
With implementation of Mitigation Measures, potential impacts to special-status wildlife species would be <i>less than significant with mitigation</i> .

Would the project 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?

No riparian habitat or other sensitive natural communities were mapped on the project site (DWE 2022); therefore, there would be *no impact* to sensitive habitats.

BIO Impact 8
There is no riparian habitat or other sensitive natural communities located within the project site; no impact would occur.
Mitigation Measures
No mitigation is required.
Residual Impacts
There would be no impacts to sensitive habitats.

Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No jurisdictional wetlands or other waters of the U.S./State or riparian habitat under any regulatory authority or definition occur on the project site. The very deep, excessively drained sandy soils of the project site have rapid permeability with low water capacity. A small area on the eastern edge of the project site—where there was once a stand of willows prior to its removal in 2021—in mapped in the NWI as a freshwater emergent marsh (USFWS 2022); however, a detailed wetland delineation and jurisdictional determination report provided by DWE (2022) did not find this area to be a jurisdictional wetland. Therefore, there would be *no impact* to federally protected wetlands.

BIO Impact 9
There are no jurisdictional wetlands located within the project site; no impact would occur.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>There would be no impacts to jurisdictional wetlands.</i>

Would the project 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?

The project site does not support any significant surface water resources with potential to support aquatic species, migratory corridors, or nursery sites. The project site is not located within an Essential Connectivity Area based on the California Essential Habitat Connectivity Project (CDFW 2021d). Furthermore, the proposed project site is an infill parcel surrounded by residential developments to the north, east, and south and SR 135 and active agriculture to the west. Some of the active agricultural field across from SR 135 has been recently approved for commercial development. Connectivity within the project site is further fragmented by UVP, which bisects the project site. The Orcutt Road realignment also fragments the project site. 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, *no impact* would occur.

BIO Impact 10
No impacts would occur to migratory wildlife corridors or native wildlife nurseries.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>No impacts would occur to migratory wildlife corridors or native wildlife nursery sites.</i>

Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The City of Santa Maria RME identifies biological resources as vegetation and wildlife in the city inclusive of plant species, wildlife species, and their habitats. The RME recognizes biological resources to provide ecological, educational, historic, scientific, and aesthetic value to the people of the Santa Maria Valley. The RME also identifies the urban forest as having ecological value. The RME defines an urban forest as the planted environment within a city. It includes both public and private open space areas planted with trees, shrubs, lawns, and other forms of vegetation. Street trees, landscaped easements and medians, and parks are also part of the urban forest.

The proposed project site supports mature eucalyptus tree stands, scattered coast live oak trees, and a stand of ornamental trees (see Figure 4.3-1). These trees provide biological habitat for nesting birds and monarch butterflies. The City's RME Policy 3 states, "Protect and preserve biological resources, and expand the urban forest [...]." The project's potential impacts to special-status wildlife species would be reduced through implementation of Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5, BIO/mm-2.1, BIO/mm-3.1, BIO/mm-4.1, and BIO/mm-5.1, as described in detail above.

The City's RME Objective 3.1.a requires proposed development to avoid impacts to sensitive habitats if possible. Implementation Program 9 under this objective states that the City will enforce the existing Municipal Code requirements to preserve existing trees on building sites. City Municipal Code Chapter 12 Section 44.4 dictates "Existing trees shall be retained unless the finding can be made by the City Parks Department staff that the preservation of the tree presents a hazard to the health, safety and general welfare of the public or cannot be reasonably accommodated by the proposed development."

Under the development plan for the project, the entire project site would be graded and developed, which would result in the removal of all of the trees on the property. An arborist report has not been prepared for the project at this time; therefore, the precise number, size, and species of tree to be removed has not been quantified. However, if all existing trees located onsite are removed, in whole or in part, the project would have the potential to result in a conflict with RME Objective 3.1.a and Implementation Program 9 of the City RME and Section 12-44.04 of the City Municipal Code. Mitigation Measure 11.1 has been identified to require preparation of a tree protection, replacement, and monitoring program to ensure compliance with the City RME and Municipal Code. This program would include preservation of existing trees onsite to the greatest extent feasible, subject to the review and approval of City Parks Department staff. In accordance with the City Municipal Code requirements, the project would include planting of replacement trees for every tree with a trunk of 6 inches in diameter or greater (see City of Santa Maria Municipal Code Chapter 12-44, Landscape Standards) that is removed as a result of project activities. These new tree plantings would be maintained until they are fully established and would become a part of the city's urban forest.

With implementation of Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5, BIO/mm-2.1, BIO/mm-3.1, BIO/mm-4.1, BIO/mm-5.1, and BIO/mm-11.1, the project's potential impacts associated with conflicts with local policies and ordinances protecting biological resources would be *less than significant with mitigation*.

BIO Impact 11
The project could result in conflicts with local policies and ordinances protecting biological resources, specifically considerations under the City's RME and Municipal Code.
Mitigation Measures
Implement Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5, BIO/mm-2.1, BIO/mm-3.1, BIO/mm-4.1, and BIO/mm-5.1.

BIO Impact 11	
BIO/mm-11.1	<i>Prior to approval of a Planned Development Permit, the developer shall retain a City-approved biologist or arborist to prepare a tree protection, replacement and monitoring program or another mechanism that ensures consistency with RME Goal 3 and Policy 3, and compliance with the City's Municipal Code.</i> <i>The tree protection, replacement, and monitoring program shall include a tree survey report identifying the number, size, species, and status (live, dead, diseased, etc.) of trees to be protected in place, trees to be trimmed and/or pruned, and trees to be removed. The program shall demonstrate protection of existing trees with a trunk diameter of 6 inches or greater to the greatest extent feasible, in accordance with Municipal Code Section 12-44.4.</i> <i>Trees to be protected in place shall have high-visibility exclusion fencing placed around their critical root zone during project site disturbance, grading, and construction activities. Pavement within the canopy dripline of existing trees to be protected in place should not exceed twenty-five percent (25%) of the area of the canopy. All trees planted as mitigation shall have an 80% survival rate after 5 years. If the survival rate is not at least 80%, then enough trees shall be replanted to bring the total number of survived specimens to at least 80% of the original number of trees planted, as measured 5 years after the replanting. Annual monitoring reports that evaluate tree survivability, health and vigor shall be prepared by a qualified specialist and submitted to the City by October 15 each year, for 5 years. The project shall comply with City of Santa Maria Municipal Code Chapter 12-44 as it pertains to tree protection. Requirements shall include but not be limited to: construction setbacks to protection retained trees; construction fencing around trees; grading limits around the base of trees as required; and a replacement plan for trees removed.</i> <i>The final report shall include the final number of replacement trees utilizing the City's replacement ratio identified above. The developer shall submit a copy of the building and grading plans to the City for review and approval prior to the issuance of building or grading permits. Prior to site occupancy trees shall be planted, fenced, and appropriately irrigated.</i> <i>City Parks Department staff or a City-approved biologist shall verify that the tree protection, replacement, and monitoring program is adequate. The City shall conduct site inspections throughout all phases of development to ensure compliance with and evaluate all tree preservation and replacement measures.</i>
Residual Impacts	
<i>With implementation of the identified mitigation measure, residual impacts related to consistency of the project with RME Goal 3, RME Objective 3.1.a, Implementation Program 9, and the City Municipal Code related to protection of biological resources, expansion of the city's urban forest, and tree preservation and replacement requirements would be less than significant.</i>	

Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Based on the records and literature research conducted for the project, the project does not overlap with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plans. Therefore, the project would not conflict with any approved state, regional, or local habitat conservation plans, and *no impacts* would occur.

BIO Impact 12
The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>There would be no conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impacts would occur.</i>

4.3.6 Cumulative Impacts

The proposed project's contribution to cumulative impacts on biological resources is based on the loss of open space and associated wildlife habitat within the project region. The proposed project site is an infill parcel, which limits its ability to support wildlife and wildlife movement. Despite the disturbed nature of the site and location surrounded by developed urban land uses, the proposed project site does provide marginal habitat for monarch butterflies, northern California legless lizard, nesting birds and raptors, and roosting bats. The City anticipates the following five notable development projects located in the vicinity of the proposed project to occur in the near term:

- Lakeview Mixed Use project at the southeast corner of Mercury Drive and Auto Park Drive on an undeveloped parcel.
- People's Self Help Housing residential development project to include 49 new single-family residences at 3170 Santa Maria Way on a developed parcel.
- Northman Residential project located east of Santa Maria Way and north of Koval Lane on an undeveloped parcel.
- Park Edge Apartments at the southeast corner of Santa Maria Way and South Miller Street on a primarily undeveloped parcel.
- Santa Maria Studios Senior Apartments located at the northeast corner of Santa Maria Way and South Miller Street on a primarily undeveloped parcel.

In addition, the County anticipates the following nine notable development projects located in the vicinity of the proposed project to occur in the near term:

- AMG & Associates, LLC Affordable Housing located at 1331 East Foster Road.
- Oasis Meeting Center (Key Site 18) located on Clark Avenue west of Foxenwood Lane.
- Key Site 3 Multi-Family Residential Project located south of the intersection of Clark Avenue and U.S. 101.
- Orcutt Public Marketplace (Key Site 1) located in the northwest corner of the intersection of U.S. 101 and Clark Avenue.
- Orcutt Gateway Retail Center (Key Site 2) located south of Clark Avenue between U.S. 101 and Stillwell Road.
- Orcutt Union Plaza Phase II Amendment located at 201 South Broadway Street.

- OUSD Senior Housing (Key Site 17) Development Plan located on West Rice Ranch Road bordered to the north by Soares Avenue between South 1st Street and Dyer Street.
- The Neighborhoods of Willow Creek and Hidden Canyon Specific Plan (Key Site 21) residential project located on Highway 1 between Solomon Road and Black Road.

These projects have the potential to convert undeveloped lands to urban development. The lands in question are also infill parcels and, like the project site, only provide marginal habitat for wildlife. Despite the poor habitat conditions on the project site and the three sites mentioned above, the sites do support marginal habitat for special-status species. Development of these sites would result in a loss of available wildlife habitat in the area.

Similar to the proposed project, development projects within the city would be subject to review for consistency with the goals and policies of the RME and the City's Municipal Code, which includes provisions for avoidance of sensitive habitats and retention of existing trees when they can be reasonably accommodated by future development. Development projects within the unincorporated areas of the county would be subject to review for consistency with the goals and policies of the Santa Barbara County Comprehensive Plan, including, but not limited to, the Conservation Element which includes recommendations regarding ecological systems as well as an Oak Tree Protection supplemental document. In addition, development projects with the potential to result in significant impacts to biological resources would be subject to review under CEQA and mitigation measures similar to the measures identified in this section would likely be required, as applicable.

Although the proposed project in conjunction with the projects mentioned above would contribute to the cumulative loss of wildlife habitat in the area, the quality of habitat in these areas is marginal and the project's contribution to this cumulative impact would be minimized through implementation of mitigation measures identified above. These measures include biological monitoring, worker environmental training, special-status species surveys and protection measures, and preparation and implementation of a tree protection, replacement, and monitoring program. Therefore, the anticipated cumulative loss of wildlife habitat that the project would contribute to would be less than cumulatively considerable and *less than significant with mitigation*.

BIO Impact 13
The project could result in cumulatively considerable impacts to biological resources.
<i>Mitigation Measures</i>
<i>Implement Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5, BIO/mm-2.1, BIO/mm-3.1, BIO/mm-4.1, and BIO/mm-5.1.</i>
<i>Residual Impacts</i>
<i>With implementation of the identified mitigation measures, residual cumulative biological resource impacts would be less than significant.</i>

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4.4 CULTURAL AND TRIBAL CULTURAL RESOURCES

This section includes an evaluation of the existing conditions, pertinent regulations, thresholds of significance, potential impacts, necessary mitigation measures, and cumulative impacts related to cultural and tribal cultural resources. This analysis is based on the *Phase I Archaeological Survey Report for the Richards Ranch Property Annexation Project, Santa Barbara County, California* (ASR) prepared in 2022 by SWCA Environmental Consultants (SWCA) and tribal consultation pursuant to Assembly Bill (AB) 52.

4.4.1 Existing Conditions

The following section includes a description of the existing conditions of the region and the project site related to prehistoric archaeological, historical, and tribal cultural resources.

4.4.1.1 Prehistoric Archaeological Resources

REGIONAL SETTING

The archaeological prehistory of Santa Barbara is divided into four stages: the Paleoindian phase, the Early period, the Middle period, and the Late period. The Paleoindian phase began when humans first entered the region, approximately 10,000 years ago, and lasted until the end of the Pleistocene era approximately 7,500 years ago. The Early period began at the end of the Paleoindian phase approximately 7,500 years ago and lasted until about 300 B.C. Artifacts from this period typically include midden stone and other tools used for food processing. Following the Early period was the Middle period, which lasted from approximately 300 B.C. to A.D. 1000. Artifacts from this time period typically include fishhooks and evidence of expanded trade. The Late period began around A.D. 1100, and is commonly referred to as the Chumash period due to the evidence of the complex Chumash culture. The Chumash were hunter-gatherers that occupied the coastline of the Central Coast (County of Santa Barbara 1997b). Archaeological research of the region has confirmed that the Chumash developed an advanced material culture and social organization (County of Santa Barbara 2010).

The community of Orcutt was once part of the territory of the Purismeno branch of Chumash-speaking people and was likely inhabited thousands of years earlier by their ancestors or other peoples. At the time of early Spanish exploration in this area, the Chumash occupied two villages in the vicinity of the present-day community of Orcutt: *Ahwapsh* (“in the nettles”) and *Anaquwuk* (no translation). Both are presumed to have been located along Orcutt Creek or Solomon Creek but have not been relocated to date (County of Santa Barbara 1997a, 1997b).

Following the arrival of Spaniards in 1796, the Chumash culture experienced a rapid state of decline as a result of religious and political conversion in addition to the introduction of new diseases such as influenza, syphilis, tuberculosis, smallpox, and malaria, all of which contributed to the decline of Native populations in the region. By approximately 1850, the Chumash villages were abandoned, and their lands completely usurped (County of Santa Barbara 1997b).

There is evidence of Chumash inhabitancy within the community of Orcutt and remaining archaeological sites are most often found in areas with common topographic and geographic features such as rivers, creeks, lakes, or natural springs, fairly level slopes as on mesas or floodplains, marsh/wetland areas, and drainage confluences (County of Santa Barbara 1997b).

PROJECT SITE

The 43.75-acre project site is primarily undeveloped except for Union Valley Parkway (UVP), which bisects the central portion of the site in an east-west direction and Orcutt Road, which bisects the site in a north-south direction. The topography of the project site is mostly flat with gentle sloping downwards from east to west, along with manufactured embankments and fill slopes. No wetlands or surface water features are on the project site. The project site is surrounded by single-family residential development to the north and south; undeveloped land and single-family residential development to the east; and Orcutt Road, agricultural production, and single-family residential development to the west.

Previous Cultural Resources Studies

A records search conducted at the Central Coast Information Center (CCIC) at the University of California, Santa Barbara found that 16 previously conducted cultural resource studies have been conducted within a 0.25-mile radius of the project area, seven of which overlap with approximately 50% of the project area. A brief description of these previous cultural resources studies is included in Table 4.4.-1.

Table 4.4-1. Previously Conducted Cultural Resource Studies within 0.25 Mile of the Project Area

CCIC Report Number	Title of Study	Author	Year	Proximity to the Project Area
SR-00318	<i>Archaeological and Historical Impact Statement: Foxenwood Estates, Santa Maria, CA</i>	Spanne, Larry	1973	Outside (within 0.25-mile radius)
SR-00319	<i>An Archaeological Evaluation for the "Orcutt 13" Residential Developments County of Santa Barbara</i>	Spanne, Larry	1979	Outside (within 0.25-mile radius)
SR-00322	<i>An Archaeological Evaluation for the Orcutt 7 Residential Developments County of Santa Barbara</i>	Spanne, Larry	1979	Outside (within 0.25-mile radius)
SR-00324	<i>An Historic Cultural and Archaeological Evaluation of the Orcutt Road Job No. 510052 Orcutt, California, County of Santa Barbara</i>	Spanne, Larry	1980	Within
SR-01143	<i>Cultural Resources Impact Analysis Report for the Santa Maria Public Airport District Business Park, Santa Maria, California</i>	Spanne, Larry	1989	Outside (within 0.25-mile radius)
SR-01801	<i>Phase I Archaeological Survey for the Orcutt Community Plan</i>	Toren, G., and L. Santoro	1995	Outside (within 0.25-mile radius)
SR-01840	<i>Cultural Resource Evaluation Update for the Santa Maria Research Park Project in the City of Santa Maria, County of Santa Barbara</i>	Cariter, R.	1995	Outside (within 0.25-mile radius)
SR-02522	<i>Phase I Archaeological Study Proposed Union Valley Parkway, Santa Maria, CA</i>	Gerber, Joyce	2000	Within
SR-03222	<i>Historical Resources Evaluation Report for the Hummel Drive Extension Project in Santa Maria, Santa Barbara County, California</i>	Livingstone, David	2003	Outside (within 0.25-mile radius)
SR-04365	<i>Finding of No Adverse Effect for the Union Valley Parkway Extension/Interchange Project, Santa Barbara County, California (FHWA080110A)</i>	King, Gregory	2008	Within

CCIC Report Number	Title of Study	Author	Year	Proximity to the Project Area
SR-04601	<i>Archaeological Survey Report for the Union Valley Parkway Extension in Santa Maria, Santa Barbara County, California</i>	Gerber, Joyce L., and Leeann Haslouer	2006	Within
SR-04602	<i>Historical Resources Evaluation Report for the Union Valley Parkway Extension Project in Santa Maria, Santa Barbara County, California</i>	Taniguchi, Christeen, Taniguchi, Ben, Livingstone, David, Beedle, Peggy, Flint, Sandra S., and Randy Baloian	2007	Within
SR-04604	<i>Supplemental Historic Property Survey Report</i>	Peterson Jr., Robert R.	2008	Outside (within 0.25-mile radius)
SR-04605	<i>Supplemental Historical Property Survey Report, Union Valley Pkwy/US101</i>	Peterson Jr., Robert R.	2008	Within
SR-04794	<i>Phase III Historic Resources Documentation Report for 4470 Orcutt Road APN 107-250-011, 107-250-012, 107-250-013</i>	Post / Hazeltine Associates	2012	Within
SR-04860	<i>New Tower ("NT") Submission Packet SV12300-A (Gloria Del Lutheran) 4380 Orcutt Road, Santa Maria, CA, 93455</i>	Bonner, Wayne H.	2010	Outside (within 0.25-mile radius)

Source: SWCA (2022)

Previously Recorded Cultural Resources

The CCIC records search results revealed that no previously documented cultural resources are known to exist within the project site or within a 0.25-mile radius (SWCA 2022).

Field Survey

A pedestrian field survey of the project site was conducted on February 14, 2022. During the field survey, modern refuse (e.g., plastic, metal, wood, glass, etc.) was observed throughout the project area. However, no archaeological resources were identified within the project site (SWCA 2022).

4.4.1.2 Historic Resources

REGIONAL SETTING

The history of the Santa Maria Valley is divided into three main periods, including the Spanish Legacy (A.D. 1796–1821), the Mexican period (A.D. 1821–1848), and the American period (A.D. 1848–present). There is little recorded history from the Spanish Legacy era of the region. During the Mexican period, land grants began to appear, and three large ranches were created and deeded by Mexican governors, including Ranchos Los Alamos, located southeast of Orcutt; Todos Santos y San Antonio, located southwest of Orcutt; and Punta de la Laguna, located west of Orcutt. Following the economic decline of the state of California in the late 1840s, the community shifted from the Mexican period to the American period (County of Santa Barbara 1997b). This transition coincides with the growth and development of the community of Orcutt.

Prior to the late 1800s, the economic focus of the Orcutt area was farming and agricultural production. In the late 1800s, the economic focus transitioned from farming to petroleum development when the first commercial discovery of oil was made by Western Union Oil Company in 1898. William Warren Orcutt

facilitated this transition through the discovery of large petroleum deposits throughout the region. By the end of 1903, there were 22 oil wells in the Solomon Hills, which produced an estimated 8,000 barrels of oil per day. Old Maud was one of the biggest oil wells in the Solomon Hills area, producing approximately 12,000 gallons of oil per day, and over 1 million gallons in the first 100 days. Due to the success of the oil activity in the Solomon Hills region, in 1904, William Warren Orcutt planned a townsite to serve as a business center for the industry, which was later named after him. The success of oil production in the region also facilitated a large population increase to the area as people came searching for employment opportunities in the oil fields. As a result of this population growth, residential and commercial development in the area surrounding the town of Orcutt began in 1905. Many of the structures constructed during this period still exist in modern-day “Old Town Orcutt” and the most significant cluster of Old Town buildings associated with this period are located along Marcum Street, North Avenue, Rice Ranch Road, Gray Street, and Oak Street. Between 1906 and 1920, oil production in Orcutt significantly increased as a result of the demand for oil facilitated by World War I. In the early 1920s, public electrical and sanitation services were established in the community. However, the end of World War I and the Great Depression resulted in a decline in oil production and associated decline in population (County of Santa Barbara 1997a, 1997b).

The start of World War II restimulated the oil industry. Northern Santa Barbara County was also selected to hold a U.S. military base, Camp Cooke, which brought new residents to the region. Camp Cooke was later renamed Vandenburg Air Force Base in 1958. The creation of Vandenburg Air Force Base facilitated a substantial population increase and associated development of residential communities. As a result, the largest development boom in Orcutt occurred between 1958 and 1963. Between the years of 1950 and 1970, the community experienced a population increase from approximately 3,000 to 19,500 people (County of Santa Barbara 1997a, 1997b).

The following 14 historical buildings and structures from the community’s history are included in the Orcutt Community Plan area:

- **Old Maud:** Hartnell Well No. 1, referred to as Old Maud, is located within the southern portion of the community on Union Oil company property in the Solomon Hills.
- **Pine Grove Cemetery:** Pine Grove Cemetery is located near the corner of Bradley and Stubblefield Roads in the southern portion of the community. This site is the only Santa Barbara County Historical Landmark in Orcutt.
- **Newlove Schoolhouse:** Newlove Schoolhouse is located along the southern planning area boundary on Orcutt Hill.
- **Newlove Mansion, Pleasant Valley School, and Paulding House:** These historical sites were relocated from their original location in Old Town Orcutt to a site located east of U.S. 101 at Santa Maria Way. The owner has proposed to create a historical park out of these three structures and other historical structures.
- **Old Town Orcutt:** Old Town Orcutt is located in the eastern portion of the community, north of Rice Ranch Road and west of Orcutt Road. Old Town Orcutt contains eight historical structures, including James L. Forbes House, Orcutt Hotel, Orcutt Church Building, Boiler Works Building, Bank Building, Union Oil Hospital Building, Union Oil Field Department Bunk House, and House of Prostitution. Many of the Old Town Orcutt historic structures have been destroyed by fire or replaced with modern buildings. Only the James L. Forbes House and the Orcutt Hotel (now called the Orcutt Trading Center) remain in their original townsite locations.

PROJECT SITE

Neither the project site nor the surrounding rights-of-way in the vicinity where construction would occur to implement infrastructure improvements (i.e., Orcutt Road and UVP) are developed with any buildings or structures that could qualify for listing as a historical resource. The nearest historical resources identified by the Orcutt Community Plan include the resources within Old Town Orcutt, located approximately 1 mile southwest of the project site.

4.4.1.3 Tribal Cultural Resources

As part of the records search for the Phase I ASR (SWCA 2022), SWCA contacted the California Native American Heritage Commission (NAHC) by email on January 31, 2022, requesting a review of the Sacred Lands File. The NAHC responded on March 17, 2022, indicating that the results of the search were negative (SWCA 2022).

Pursuant to AB 52, the City, as the Lead Agency, initiated outreach to the following Native American tribes affiliated with the project site on April 7, 2022:

- Barbareno Ventureno Band of Mission Indians
- Chumash Council of Bakersfield
- Coastal Band of the Chumash Nation
- Northern Chumash Tribal Council
- Santa Ynez Band of Mission Indians
- San Luis Obispo County Chumash Council

No requests for consultations have been received as of the date of this Draft EIR.

4.4.2 Regulatory Setting

4.4.2.1 Federal

There are no federal regulations related to cultural resources applicable to the project.

4.4.2.2 State

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA requires a lead agency (in this case, the City) to determine whether a project may have a significant effect on historical resources. Sections 21083.2 and 21084.1 of the Statutes of CEQA, Public Resources Code (PRC) Section 5024.1, and State CEQA Guidelines Section 15064.5 were used as the guidelines for this evaluation. PRC Section 5024.1 requires that any properties that can be expected to be directly or indirectly affected by a proposed project be evaluated for California Register of Historical Resources (CRHR) eligibility. The purpose of the CRHR is to maintain listings of the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from material impairment and substantial adverse change. The term "historical resources" includes a resource listed in, or determined to be eligible for listing in, the CRHR; a resource included in a local register of historical resources; and any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (State CEQA Guidelines Section 15064.5[a]). The criteria

for listing properties in the CRHR were expressly developed in accordance with previously established criteria developed for listing in the National Register of Historic Places (NRHP).

According to PRC Section 5024.1(c)(1-4), a resource may be considered historically significant if it retains integrity and meets at least one of the following criteria. A property may be listed in the CRHR if the resource:

- (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.

Under CEQA, if an archeological site is not a historical resource but meets the definition of a "unique archaeological resource" as defined in PRC Section 21083.2, then it should be treated in accordance with the provisions of that section. A unique archaeological resource is defined in PRC Section 21083.2(g) as:

An archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- (1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Resources that neither meet any of these criteria for listing in the CRHR nor qualify as a unique archaeological resource under CEQA PRC Section 21083.2 are viewed as not significant. Under CEQA, "A nonunique archaeological resource need be given no further consideration, other than the simple recording of its existence by the lead agency if it so elects" (PRC Section 21083.2[h]).

NATIVE AMERICAN HERITAGE COMMISSION

PRC Section 5097.91 established the NAHC, whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. PRC Section 5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a County Coroner.

ASSEMBLY BILL 52

AB 52, which took effect on July 1, 2015, amends PRC Section 5097.94 by adding eight new sections that relate to Native Americans and expands CEQA by establishing a formal consultation process for California Tribes that must be completed before a CEQA document can be certified. Any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to consult with a California Native American Tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. Consultation is beneficial because Tribes may

have knowledge about the land and cultural resources that should be included in the environmental analysis for projects. The NAHC identifies Native American Tribes to be included in the process. PRC Section 21080.3.1 identifies timing and other protocols for the consultation process.

Section 21074 of AB 52 also defines tribal cultural resources as a new category of resources under CEQA. According to PRC Section 21074(a)(1), tribal cultural resources are either defined as sites, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American Tribe, or are listed in or eligible for the CRHR or a local historic register, or have been determined by the lead agency to be a tribal cultural resource. PRC Section 21084.2 establishes that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. PRC Section 21084.3(a) states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible.

SENATE BILL 18

Senate Bill (SB) 18 establishes responsibilities for local governments to involve tribal organizations in early stages of land use planning for the purpose of protecting, or mitigating impacts to, cultural places. The provisions of SB 18 apply only to city and county governments and not to other public agencies. California Government Code Section 65352.3 (adopted pursuant to the requirements of SB 18) requires local governments to coordinate and consult with tribal organizations prior to the adoption or any amendment of a general plan or specific plan. Tribal organizations would be considered eligible to consult on a project if they were to have traditional lands in a local government's jurisdiction, and are identified, upon request, by the NAHC. Tribes have 90 days from the date on which they receive notification to request consultation unless a shorter timeframe has been agreed to by the tribe. California Health and Safety Code Sections

The disposition of human remains is governed by Section 7050.5 of the California Health and Safety Code and PRC Sections 5097.94 and 5097.98 and falls within the jurisdiction of the NAHC. According to California Health and Safety Code Section 7050.5(b), if human remains are discovered, the County Coroner must be notified within 48 hours and there should be no further disturbance to the site where the remains were found. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the NAHC within 24 hours. California Health and Safety Code Section 7051(a) prohibits all persons from removing or otherwise disturbing human remains that are inadvertently discovered before their significance may be determined. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

The California Native American Graves Protection and Repatriation Act of 2001 (Cal NAGPRA) is outlined in California Health and Safety Code 8010–8011. The purpose of the regulation is to respect Native American remains in a manner that is consistent with the federal regulation (Native American Graves Protection and Repatriation Act of 1990 [NAGPRA]). The NAHC, pursuant to PRC Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased Native Americans so they can inspect the burial site and make recommendations for treatment or disposal.

CALIFORNIA PENAL CODE SECTION 622.5

California Penal Code Section 622.5 provides misdemeanor penalties for damaging or destroying objects of historic or archaeological interest located on public or private lands, but specifically excludes the landowner.

CALIFORNIA PUBLIC RESOURCES CODE SECTION 5097.5

PRC Section 5097.5 defines the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands as a misdemeanor.

4.4.2.3 Local

COUNTY OF SANTA BARBARA, ORCUTT COMMUNITY PLAN

The *County of Santa Barbara Orcutt Community Plan*, adopted in 1997, serves as the planning document for the community of Orcutt. This planning document identifies growth projections for the community and provides guidance for orderly development of the community. Section IV.E of the Orcutt Community Plan identifies policies, actions, and development standards related to prehistoric archaeological and historical resources within the community. The following policy currently applies to the project site:

Policy HA-O-1 Archaeological and historic resources in the Orcutt Planning Area shall be protected and preserved to the maximum extent possible.

The Orcutt Community Plan applies to the unincorporated areas within the boundaries of the Community Plan. Should the proposed project site be annexed to the City of Santa Maria as proposed, the Orcutt Community Plan would no longer apply to the project site.

CITY OF SANTA MARIA GENERAL PLAN, RESOURCES MANAGEMENT ELEMENT

The *City of Santa Maria General Plan Resources Management Element*, adopted in 1996 and amended in 2001, serves as a long-range planning document that provides goals, policies, objectives, and programs to address the conservation and preservation of natural resources, public facilities and services, and park and recreation facilities to provide for existing and future populations. The following goals, policies, and objectives are included in the Resources Management Element to address preservation of historical and archaeological resources within the City's jurisdiction:

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

Policy 4. Preserve and identify cultural and archaeological resources that define the historical significance of the City of Santa Maria and the Santa Maria Valley.

Objective 4.1.a. Archaeological. Ensure that development does not impact archaeologically sensitive areas by applying appropriate mitigation measures as required by State Law.

Objective 4.1.b. Historical. Maintain the architectural integrity of historic structures within the City through the preservation of sites and structures located within the "H" overlay zone and other sites designated as local and State landmarks.

4.4.3 Thresholds of Significance

The following thresholds of significance for the effects on cultural and tribal resources are based on Appendix G of the State CEQA Guidelines. An impact is considered significant if the project would:

- a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.
- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

- c. Disturb any human remains, including those interred outside of dedicated cemeteries.

The project would be considered to have a significant effect on tribal cultural resources if the effects exceed the significance criteria described below:

- a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 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 in or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k), or
 - ii. A resource determined by the lead agency, in its discretion and support by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying criteria set forth in subdivision (c) of the PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Each of these thresholds is discussed under Section 4.4.5, Project-Specific Impacts and Mitigation Measures, below.

4.4.4 Impact Assessment Methodology

State CEQA Guidelines 15064.5(b) states that a project that results in substantial adverse change to an archaeological or historical resource may have a significant effect on the environment. According to State CEQA Guidelines 15064.5(b)(1), substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surrounding. For purposes of this EIR, potential impacts to cultural and tribal cultural resources were evaluated by determining if any significant historical or archaeological resources are present within the project area, and, if so, determining the project's potential result in a substantial adverse change to those resources.

4.4.5 Project-Specific Impacts and Mitigation Measures

4.4.5.1 Cultural Resources

Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

The project site encompasses approximately 43.75 acres of primarily undeveloped land and there are no previously constructed buildings or structures within the site that could be eligible for the CRHR or local register of historic resources. In addition, no historical resources have been identified within the proximate surrounding area, including the rights-of-way in the vicinity where construction would occur to implement infrastructure improvements (i.e., Orcutt Road and UVP). A significant impact to a historical resource could occur if there were potential for the proposed project to involve the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. Because there are no historical resources or structures located within the project site or surrounding area, annexation, pre-zoning, and future buildout of the project site would not result in demolition, destruction, relocation, or alteration of any historical resources or structures. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource, and *no impact* would occur.

CR Impact 1
The project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>No impact would occur, and mitigation is not necessary.</i>

Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

The specific grading and construction plan for development of the project site is currently not known. However, it is assumed that future buildout would require ground-disturbing activities throughout the site, including cut-and-fill activity and vegetation removal. Proposed ground-disturbing activities would have the potential to result in direct disturbance to prehistoric archaeological resources if present within future disturbance areas, which would be considered a potentially significant impact.

As described in Section 4.4.1, Existing Conditions, the project site and the rights-of-way in the vicinity where construction would occur to implement infrastructure improvements (i.e., Orcutt Road and UVP) do not contain any known prehistoric or historic archaeological resources (SWCA 2022). Because no known archaeological resources are present within the project site, future ground-disturbing activities would not destroy, disturb, or otherwise change the significance of a known archaeological resource. According to the Orcutt Community Plan, the area has a low probability of containing archaeological resources due to their distance from water and bluffs (County of Santa Barbara 1997a, 1997b). Although unanticipated, due to the extent of proposed ground-disturbing activities and number of known resources within the Central Coast region, there is some potential for inadvertent discovery of unknown archaeological resources during future project construction activities. Mitigation Measure CR/mm-2.1 has been included to address inadvertent discovery of previously unknown archaeological resources through cessation of work, evaluation of the find by a qualified archaeologist, and implementation of recommended measures specified by the qualified archaeologist. Implementation of the identified mitigation would avoid and/or minimize the potential to result in substantial adverse change to the significance of a previously unknown archaeological resource during future construction activities. With implementation of Mitigation Measure CR/mm-2.1, the project would not adversely affect known or unknown archaeological resources during future project construction. Therefore, impacts would be *less than significant with mitigation*.

CR Impact 2
The project could cause a substantial adverse change in the significance of an unknown archaeological resource pursuant to Section 15064.5, a potentially significant impact.
Mitigation Measures
CR/mm-2.1 <i>In the unlikely event that archaeological resources are exposed during project implementation, work should stop in the immediate vicinity, and an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards (National Park Service 1983) should be retained to evaluate the find and recommend relevant mitigation measures. If additional measures are</i>

CR Impact 2
<i>deemed necessary, the measures recommended by the qualified archaeologist shall be implemented. In the event that human remains are discovered, State of California Health and Safety Code Section 7050.5 shall be followed.</i>
Residual Impacts
<i>Upon implementation of Mitigation Measure CR/mm-2.1 to address inadvertent discovery of unknown prehistoric archaeological resources, residual impacts would be less than significant.</i>

Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Background review for the proposed project and pedestrian field surveys of the project area did not indicate the presence of any known burial sites within the project area (SWCA 2022). As described under CR Impact 2, future development of the project site would result in ground disturbance, including cut-and-fill activity and vegetation removal throughout the site. Although unanticipated, due to the extent of future ground-disturbing activities, there would be some potential for future ground-disturbing activities to uncover previously unidentified human remains if present at the site. If human remains were encountered during future ground-disturbing activities, the potential for disturbance of these remains would be potentially significant.

The project would be required to comply with California Health and Safety Code Section 7050.5, which identifies the proper protocol in the event of inadvertent discovery of human remains, including the cessation of work within the vicinity of the discovery, identification of human remains by a qualified coroner, and if the remains are identified to be of Native American descent, contact with the NAHC. The NAHC would determine a most likely descendant to complete an inspection of the site within 48 hours of notification and recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. The project would also be required to comply with PRC Sections 5097.94, 5097.98, and 5097.99 for further protection of human remains. Implementation of Mitigation Measure CR/mm-2.1 includes implementation and compliance with California Health and Safety Code Section 7050.5. Adherence to existing state requirements related to inadvertent discovery of human remains and implementation of Mitigation Measure CR/mm-2.1 would reduce the potential to adversely affect human resources if present within the project area. Therefore, the potential impacts related to the disturbance of human remains would be *less than significant with mitigation*.

CR Impact 3
The project could disturb previously unidentified human remains if present within the project site, a potentially significant impact.
Mitigation Measures
<i>Implement Mitigation Measure CR/mm-2.1.</i>
Residual Impacts
<i>Based on required compliance with California Health and Safety Code Section 7050.5 and the PRC and implementation of Mitigation Measure CR/mm-2.1, residual impacts would be less than significant.</i>

4.4.5.2 Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code (PRC) Section 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 CRHR, or in a local register of historical resources as defined in PRC section 5020.1(k), or**
- ii. A resource determined by the lead agency, in its discretion and support by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC section 5024.1? In applying criteria set forth in subdivision (c) of the PRC section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.**

As described in CR Impact 1, there are no resources listed in or eligible for listing in the CRHR or local register of historic resources.

Pursuant to AB 52, the City, as the Lead Agency, has provided notification to Native American Tribes affiliated with the project area. No tribes have requested consultation for the project.

There are no known prehistoric archaeological sites or tribal cultural resources present within the project area; therefore, future ground-disturbing activities would not have the potential to adversely affect any known resources (SWCA 2022). However, there is some potential for inadvertent discovery of unknown subsurface cultural and/or tribal cultural resources if present within future disturbance areas. Mitigation Measure CR/mm-2.1 has been identified to address inadvertent discovery and ensure protection of unknown cultural resources, including tribal cultural resources. Further, the project would also be required to comply with California Health and Safety Code Section 7050.5 and PRC Sections 5097.94, 5097.98, and 5097.99 related to inadvertent discovery of previously unidentified human remains. Compliance with these regulations would ensure protection of human resources, including those of tribal decent, if encountered during project construction. With adherence to existing state requirements and implementation of Mitigation Measure CR/mm-2.1, the project would not result in change to the significance of a known or unknown tribal cultural resource. Therefore, impacts would be *less than significant with mitigation*.

TCR Impact 1
While there are no resources listed in or eligible for listing in the CRHR or local register of historic resources, the project could cause a substantial adverse change in the significance of an unknown tribal cultural resource determined by the City to be a significant resource to a California Native American Tribe, a potentially significant impact.
Mitigation Measures
Implement Mitigation Measure CR/mm-2.1.

TCR Impact 1
Residual Impacts
<i>Based on required compliance with California Health and Safety Code Section 7050.5 and the PRC and implementation of Mitigation Measure CR/mm-2.1, residual impacts would be less than significant.</i>

4.4.6 Cumulative Impacts

A cumulative impacts analysis for historic architectural resources evaluates whether impacts of a project and related projects, when taken as a whole, would have significant environmental impacts on historical resources. If these projects would result in a significant impact, then the proposed project's contribution would need to be determined. The cumulative context for historic resources can be defined by a number of factors depending on the conditions and the presence or absence of known historic resources in the area. For the proposed project, the cumulative context for historical resources considers impacts to significant historical resources in Santa Maria and the Orcutt community. A range of projects is anticipated to be constructed, including primarily residential and commercial developments. Given the historical context of the city of Santa Maria and the Orcutt community, it is possible that historical resources may be significantly impacted.

However, as discussed above, the proposed project would not contribute to environmental impacts on any historic architectural resources qualifying as historical resources under CEQA. For these reasons, the proposed project would not make a cumulatively considerable contribution to potentially significant cumulative impacts to historic architectural resources qualifying as historical resources under CEQA. Therefore, the proposed project, considered together with related projects, would have a less-than-significant cumulative impact on historic resources.

For this analysis, the cumulative context for archaeological resources and the discovery of human remains is considered to be a 1-mile radius of the project site. Within these areas, the context has been defined by the known archaeological resources or level of archaeological sensitivity in the area. Due to a lack of identified resources within and near the project area, the project area is considered to have low sensitivity. Therefore, development in these areas is not expected to have a potentially significant cumulative impact to archaeological resources. While the project site is not known to contain archaeological resources, it is possible that the project site could contain previously undiscovered archaeological resources. Thus, the proposed project could have a cumulatively considerable contribution to the loss of unknown archaeological resources.

The cumulative context for tribal cultural resources consists of the territories of the Native American tribes identified by the NAHC. All related projects would, like the proposed project, be required to comply with regulatory requirements governing tribal cultural resources, including consultation with California Native American Tribes where required under AB 52. Should an impact be identified, the related projects would be required to comply with PRC Section 21084.3, which requires avoidance and preservation or mitigation as defined in PRC Section 21084.3(b). While there are no tribal cultural resources identified within the project site, the City has consulted with tribal representatives and recognizes the potential for unknown resources.

The proposed project has some potential to result in cumulatively considerable contributions related to the unanticipated discovery and disturbance of subsurface archaeological resources, and/or loss or damage to important or significant human remains. In the unlikely event that archaeological resources are exposed during project implementation, Mitigation Measure CR/mm-2.1 requires work to stop in the immediate

vicinity, and an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards (National Park Service 1983) would be retained to evaluate the find. If protection and/or recovery measures are deemed necessary, the measures recommended by the qualified archaeologist shall be implemented. Further, in the event that human remains are discovered, State of California Health and Safety Code Section 7050.5 would be required to be followed. With implementation of this mitigation measure, cumulatively considerable impacts to cultural resources would be avoided; therefore, potential cumulative impacts would be *less than significant with mitigation*.

CR Impact 4
The project would have the potential to result in cumulatively considerable impacts associated with cultural resources.
<i>Mitigation Measures</i>
<i>Implement Mitigation Measures CR/mm-2.1</i>
<i>Residual Impacts</i>
<i>Based on required compliance with California Health and Safety Code Section 7050.5 and the PRC and implementation of Mitigation Measure CR/mm-2.1, residual cumulative impacts would be less than significant with mitigation.</i>

4.5 ENERGY

The following setting and impact discussion is based, in part, on the *Energy Impact Assessment* prepared for the proposed project (AMBIENT Air Quality and Noise Consulting [AMBIENT] 2022b; Appendix G). The *Energy Impact Assessment* includes an in-depth assessment of existing conditions related to energy, pertinent regulatory framework, and potential air quality impacts associated with the proposed project.

4.5.1 Existing Conditions

4.5.1.1 Regional Conditions

ENERGY FUNDAMENTALS

Energy use is typically associated with transportation, construction, and the operation of land uses. Transportation energy use is generally categorized by direct and indirect energy use. Direct energy use relates to energy consumption of fuel or electricity to operate a vehicle (including boats, trains, airplanes, etc.). Indirect energy use relates to the long-term indirect energy consumption of equipment used to repair and/or maintain vessels used for transportation. Energy is also consumed by construction and routine operation and maintenance of land uses. Construction energy use consists of a direct one-time energy expenditure primarily associated with the consumption of fuel use to operate construction equipment. Energy use related to land use is primarily associated with direct energy consumption for heating, ventilation, and air conditioning (HVAC) of buildings, as well as energy used for lighting, appliances, and other building equipment.

ELECTRICITY

The production of electricity requires the consumption or conversion of energy resources including petroleum, natural gas, coal, nuclear, and renewable resources such as wind, solar, and geothermal energy. Energy, natural gas, and renewable energy production, consumption, research, and conservation within the state of California are managed by the California Energy Commission (CEC) and are regulated by the California Public Utilities Commission (CPUC). California's total energy consumption is second highest in the nation, but, in 2019, the state's per capita energy consumption was less than in all other states except Rhode Island, due in part to its mild climate and its energy efficiency programs (U.S. Energy Information Administration [USEIA] 2022).

NATURAL GAS

Natural gas is a fossil fuel formed when layers of buried organic matter are exposed to intense heat and pressure over thousands of years. The energy is stored in the form of hydrocarbons and can be extracted in the form of natural gas, which can be combusted to generate electricity, enabling this stored energy to be transformed into usable power or to be used directly for heating, cooking, and other use. Natural gas in the city of Santa Maria is provided by Southern California Gas Company (SoCalGas), which provides natural gas to 21.4 million consumers through 5.9 million meters in more than 500 communities. The company's service territory includes communities throughout central and southern California, from Visalia to the Mexican border (SoCalGas 2018).

RENEWABLE ENERGY

California is among the top states in the nation in electricity generation from renewable resources. In 2021, California was the nation's top producer of electricity from solar, geothermal, and biomass

energy. Additionally, the state was fourth in the nation in conventional hydroelectric power generation, down from second in 2019, in part because of drought and increased water demand (USEIA 2022).

4.5.1.2 Local Setting

CLIMATE

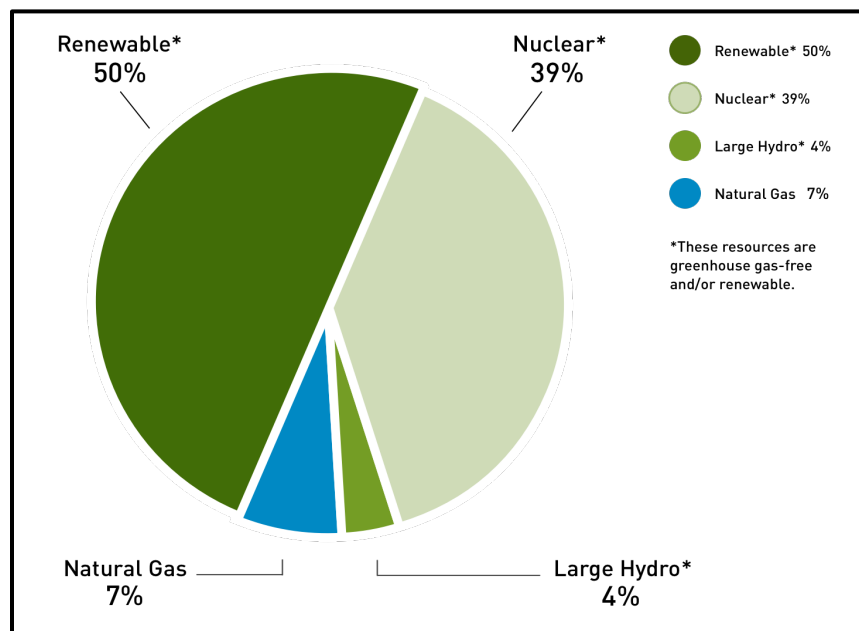
Local climate conditions play a large role in determining building HVAC energy use in the area, and can also play a role in people's general willingness to use alternative modes of transportation. The project is located in unincorporated Santa Barbara County, adjacent to the southeastern Santa Maria city limits. The project area experiences a cool Mediterranean climate, with an annual normal precipitation of approximately 13 inches. Temperatures in the project area range from an average minimum of approximately 38.7 degrees Fahrenheit (°F), in December, to an average maximum of 74.4°F, in September (Western Regional Climate Center 2020).

ELECTRICITY AND NATURAL GAS PROVIDERS

Energy service providers for the city of Santa Maria primarily include electricity provided by the Pacific Gas and Electric Company (PG&E) and Central Coast Community Energy (CCCE), and natural gas provided by PG&E and SoCalGas.

Pacific Gas and Electric Company

In 2021, PG&E's energy supply mix was sourced from approximately 50% renewable energy sources (i.e., biomass and waste, geothermal, small hydroelectric, solar, and wind), 4% large hydroelectric sources, 39% from nuclear sources, and 7% from natural gas (PG&E 2022a). Having PG&E as an electricity provider is mandatory in the city of Santa Maria. The breakdown of PG&E's power mix is shown in Figure 4.5-1.



Source: PG&E (2022a)

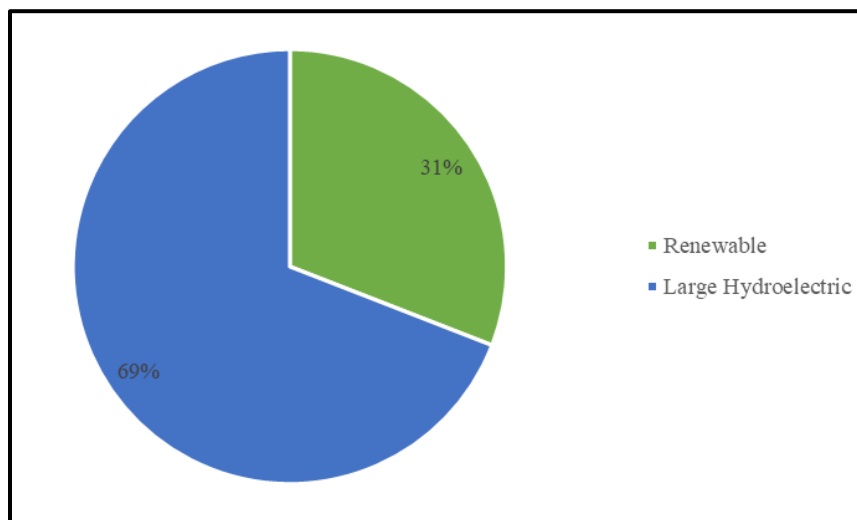
Figure 4.5-1. Pacific Gas & Electric 2021 Electric Power Mix

PG&E offers two programs through which consumers may purchase electricity from renewable sources: the Solar Choice program and the Regional Renewable Choice program. Under the Solar Choice program, a customer remains on their existing electric rate plan and pays a modest additional fee on a per kilowatt-hour (kWh) basis for clean solar power. The fee depends on the type of service, rate plan, and enrollment level. Customers may choose to have 50% or 100% of their monthly electricity usage to be generated via solar projects. The Regional Renewable Choice program enables customers to subscribe to renewable energy from a specific community-based project within PG&E's service territory. The Regional Renewable Choice program allows a customer to purchase between 25% and 100% of their annual usage from renewable sources.

Central Coast Community Energy

CCCE is a locally controlled public agency supplying clean and renewable electricity for residents and businesses in Monterey, San Benito, parts of San Luis Obispo, Santa Barbara, and Santa Cruz Counties. CCCE is based on a local energy model called Community Choice Energy that partners with the local utility (i.e., PG&E) which continues to provide consolidated billing, electricity transmission and distribution, customer service, and grid maintenance services. CCCE provides customers with a choice for clean and renewable energy, and community reinvestment through rate benefits and local greenhouse gas (GHG)-reducing energy programs for residential, commercial, and agricultural customers. Participation in CCCE as an electricity provider is voluntary (CCCE 2021).

The breakdown of CCCE power mix is shown in Figure 4.5-2. As shown, CCCE energy generation was supplied from approximately 31% of renewable energy sources (i.e., biomass and waste, geothermal, small hydroelectric, solar, and wind) and 69% of large hydroelectric sources. CCCE is committing to sourcing 100% of its energy supply from clean and renewable resources by the year 2030, which is 15 years ahead of California's energy goal (CCCE 2022).



Source: CCCE (2020)

Figure 4.5-2. Central Coast Community Energy 2019 Power Mix

NATURAL GAS

Natural gas services in the city of Santa Maria are purchased from PG&E and SoCalGas. PG&E's natural gas system encompasses approximately 70,000 square miles in Northern and Central California. Natural gas throughput provided by PG&E totals approximately 2.6 billion cubic feet per day (PG&E 2022b).

SoCalGas's natural gas system encompasses approximately 20,000 square miles in Southern California (SoCalGas 2020). Natural gas throughput provided by SoCalGas totals approximately 2.8 billion cubic feet per day (SoCalGas 2013).

EXISTING ON-SITE INFRASTRUCTURE

The project site is currently undeveloped and no electricity or natural gas service is currently provided to the site. The western portion of the project site is bisected in a north-south direction by Orcutt Road and the central portion of the site is bisected in an east-west direction by Union Valley Parkway. There is an existing electrical line located within the portion of SR 135 adjacent to the western property boundary. Additionally, there is an existing natural gas line located within the portion of Orcutt Road and Union Valley Parkway that runs through the project site.

4.5.2 Regulatory Setting

4.5.2.1 Federal

REGULATIONS FOR GREENHOUSE GAS EMISSIONS FROM PASSENGER CARS AND TRUCKS AND CORPORATE AVERAGE FUEL ECONOMY STANDARDS

In October 2012, the U.S. Environmental Protection Agency (USEPA) and National Highway Traffic Safety Administration (NHTSA), on behalf of the U.S. Department of Transportation (USDOT), issued final rules to further reduce GHG emissions and improve corporate average fuel economy (CAFE) standards for light-duty vehicles for model years 2017 and beyond. NHTSA's CAFE standards have been enacted under the Energy Policy and Conservation Act since 1978. This national program requires automobile manufacturers to build a single light-duty national fleet that meets all requirements under both federal programs and the standards of California and other states. This program would increase fuel economy to the equivalent of 54.5 miles per gallon (mpg), limiting vehicle emissions to 163 grams of carbon dioxide (CO₂) per mile for the fleet of cars and light-duty trucks by the model year 2025. Continued improvement in vehicle fuel economy standards contributes to a reduction in forecasted future energy demands from light-duty vehicles.

In January 2017, USEPA Administrator Gina McCarthy signed a Final Determination to maintain the current GHG emissions standards for the model year 2022 to 2025 vehicles. However, on March 15, 2017, USEPA Administrator Scott Pruitt and USDOT Secretary Elaine Chao announced that the USEPA intends to reconsider the Final Determination. On April 2, 2018, USEPA Administrator Pruitt officially withdrew the January 2017 Final Determination, citing information that suggests that these current standards may be too stringent due to changes in key assumptions since the January 2017 Determination. According to the USEPA, these key assumptions include gasoline prices and overly optimistic consumer acceptance of advanced technology vehicles. The April 2, 2018, notice is not USEPA's final agency action. The USEPA intends to initiate rulemaking to adopt new standards. Until that rulemaking has been completed, the current standards remain in effect.

ENERGY POLICY AND CONSERVATION ACT

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the United States would meet certain fuel economy goals. Through this act, U.S. Congress established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the NHTSA, which is part of the USDOT, is responsible for establishing additional vehicle standards and for revising existing standards. Since 1990, the fuel economy standard for new passenger cars has been 27.5 mpg. Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less)

has been 20.7 mpg. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with federal fuel economy standards is determined based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States. The CAFE program, administered by the USEPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. The USEPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance. Enforcing vehicle fuel economy standards ensures continued improvement in vehicle fuel economy standards, which contributes to a reduction in forecasted future energy demands from transportation sources.

4.5.2.2 State

WARREN-ALQUIST ACT

The Warren-Alquist Act of 1975 established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The act established a state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by promoting research and development to allow for the use of renewable energy sources. The CPUC regulates privately owned utilities in the energy, rail, telecommunications, and water fields. A recent update to the Warren-Alquist Act (2022 Warren-Alquist Act) includes incentives to expand the installation of energy storage systems and the availability of electric vehicle charging infrastructure.

CALIFORNIA ASSEMBLY BILL 32: CLIMATE CHANGE SCOPING PLAN AND UPDATE

In October 2008, the California Air Resources Board (CARB) published the *Climate Change Proposed Scoping Plan*, which is the State's plan to achieve GHG reductions in California required by Assembly Bill (AB) 32. This initial Scoping Plan contained the main strategies to be implemented to achieve the target emission levels identified in AB 32. The Scoping Plan included CARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The largest proposed GHG reduction recommendations were associated with improving emissions standards for light-duty vehicles, implementing the Low Carbon Fuel Standard program, implementing energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems, and developing a renewable portfolio standard for electricity production.

The initial Scoping Plan was first approved by the CARB on December 11, 2008. It is updated every 5 years. The *First Update to the Climate Change Scoping Plan* was approved by the CARB on May 22, 2014, which looked past 2020 to set mid-term goals (2030–2035) on the road to reach the 2050 goals. The most recent update is the *Draft 2022 Climate Change Scoping Plan Update*, which was released on May 10, 2022. This most recent update identifies a plan to reach carbon neutrality by 2045 or earlier. One component of this plan is to provide consumers with clean energy options to reduce GHG emissions.

CALIFORNIA ASSEMBLY BILL 1007: STATE ALTERNATIVE FUELS PLAN

AB 1007 (Chapter 371, Statutes of 2005) required the CEC to prepare a state plan to increase the use of alternative (i.e., non-petroleum-based) fuels in California. The CEC prepared the State Alternative Fuels (SAF) Plan in partnership with the CARB and in consultation with other federal, state, and local agencies. The SAF Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes the costs to California and maximizes the economic benefits of in-state production. The SAF Plan assessed various alternative fuels (i.e., ethanol, biodiesel and

renewable diesel, natural gas, propane, hydrogen, electricity) and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuel use, reduce GHG emissions, and increase in-state production of biofuels without causing significant degradation of public health and environmental quality.

CALIFORNIA ASSEMBLY BILL 2076: REDUCING DEPENDENCE ON PETROLEUM

Pursuant to AB 2076 (Chapter 936, Statutes of 2000), the CEC and CARB prepared and adopted a joint agency report in 2003, *Reducing California's Petroleum Dependence*. Included in this report are recommendations to increase the use of alternative fuels to 20% of on-road transportation fuel use by 2020 and 30% by 2030, significantly increase the efficiency of motor vehicles, and reduce per-capita vehicle miles traveled. Further, in response to the CEC's 2003 and 2005 Integrated Energy Policy Reports, Governor Davis directed the CEC to take the lead in developing a long-term plan to increase alternative fuel use.

CALIFORNIA SENATE BILL 350: CLEAN ENERGY AND POLLUTION PREVENTION REDUCTION ACT OF 2015

The Clean Energy and Pollution Reduction Act of 2015 (Senate Bill [SB] 350) requires the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50% by December 31, 2030. This act also requires a doubling of the energy efficiency savings in electricity and natural gas for retail customers through energy efficiency and conservation by December 31, 2030.

CALIFORNIA SENATE BILL 375

SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will address land use allocation in that MPO's Regional Transportation Plan. The CARB, in consultation with MPOs, establishes regional reduction targets for GHGs emitted by passenger cars and light trucks for the years 2020 and 2035. These reduction targets will be updated every 8 years but can be updated every 4 years if advancements in emissions technologies affect the reduction strategies to achieve the targets. The CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, funding for transportation projects may be withheld.

CALIFORNIA SENATE BILL 1078: CALIFORNIA RENEWABLES PORTFOLIO STANDARD PROGRAM

SB 1078 (Public Utilities Code Sections 387, 390.1, 399.25 and Article 16) addresses electricity supply and requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide a minimum of 20% of their supply from renewable sources by 2017. This bill affects statewide GHG emissions associated with electricity generation. In 2008 Governor Schwarzenegger signed Executive Order (EO) S-14-08, which set the Renewables Portfolio Standard target to 33% by 2020. It directed state government agencies and retail sellers of electricity to take all appropriate actions to implement this target. EO S-14-08 was later superseded by EO S-21-09 on September 15, 2009. EO S-21-09 directed the CARB to adopt regulations requiring 33% of electricity sold in the state to come from renewable energy by 2020. Statute SB X1-2 superseded this executive order in 2011, which obligated all California electricity providers, including investor-owned utilities and publicly owned utilities, to obtain at least 33% of their energy from renewable electrical generation facilities by 2020. The State's Clean Energy Standards, adopted in 2018, require the state's utilities to generate 100% clean electricity by 2045 and to increase the State's Renewables Portfolio Standard requirements to 60% by 2030 (refer to SB 100).

CALIFORNIA SENATE BILL 32 AND ASSEMBLY BILL 197 OF 2016

SB 32, signed by Governor Brown on September 8, 2016, effectively extends California's GHG emission-reduction goals from 2020 to 2030. This new emission-reduction target of 40% below 1990 levels by 2030 is intended to promote further GHG reductions in support of the State's ultimate goal of reducing GHG emissions by 80% below 1990 levels by 2050. SB 32 also directs the CARB to update the Climate Change Scoping Plan to address this interim 2030 emission-reduction target. Achievement of these goals will have the co-benefit of increasing energy efficiency and reducing California's dependency on fossil fuels.

CALIFORNIA EXECUTIVE ORDER S-06-06

EO S-06-06, signed on April 25, 2006, establishes targets for the use and production of biofuels and biopower, and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The executive order establishes the following target to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20% of its biofuels within California by 2010, 40% by 2020, and 75% by 2050. The executive order also calls for the state to meet a target for use of biomass electricity. The *2011 Bioenergy Action Plan* identifies those barriers and recommends actions to address them so that the State can meet its clean energy, waste reduction, and climate protection goals. The *2012 Bioenergy Action Plan* (O'Neill 2012) updates the 2011 plan and provides a more detailed action plan to achieve the following goals:

- increase environmentally and economically sustainable energy production from organic waste;
- encourage the development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas, and renewable liquid fuels for transportation and fuel cell applications;
- create jobs and stimulate economic development, especially in rural regions of the state; and
- reduce fire danger, improve air and water quality, and reduce waste.

In 2019, 2.87% of the total electrical system power in California was derived from biomass (CEC 2020).

CALIFORNIA EXECUTIVE ORDER B-48-18: ZERO EMISSION VEHICLES

In January 2018, Governor Brown signed EO B-48-18, which required all state entities to work with the private sector to put at least 5 million zero-emission vehicles on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 zero-emissions chargers by 2025. In addition, state entities are also required to continue to partner with local and regional governments to streamline the installation of zero-emission vehicle infrastructure. Additionally, all state entities are to support and recommend policies and actions to expand infrastructure in homes, through the Low-Carbon Fuel Standard.

ENERGY ACTION PLAN

The first Energy Action Plan (EAP) emerged in 2003 from a crisis atmosphere in California's energy markets. The state's three major energy policy agencies (CEC, CPUC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high-level, coherent approach to meeting California's electricity and natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common vision and set of strategies to address California's future energy needs and emphasize the importance of the impacts of energy policy on the California environment.

In the October 2005 EAP II, CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the EAP II in February 2008 that supplements the earlier EAPs and examines the State's ongoing actions in the context of global climate change.

CALIFORNIA BUILDING CODE

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 is adopted every 3 years by the California Building Standards Commission. In the interim, the California Building Standards Commission also adopts annual updates to make necessary mid-term corrections. The CBC standards apply statewide; however, a local jurisdiction may amend a CBC standard if it makes a finding that the amendment is reasonably necessary due to local climatic, geological, or topographical conditions.

CALIFORNIA GREEN BUILDING STANDARDS

In essence, green buildings standards are indistinguishable from any other building standards, are contained in the CBC, and regulate the construction of new buildings and improvements. Whereas the focus of traditional building standards has been protecting public health and safety, the focus of the California Green Building Standards Code (CALGreen) is to improve environmental performance.

The 2019 Standards, previously adopted in May 2018, addressed four key areas: smart residential photovoltaic (PV) systems, updated thermal envelope standards (preventing heat transfer from the interior to the exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements. The 2019 Standards required new residential and nonresidential construction, as well as major alterations to existing structures, to include electric vehicle-capable parking spaces, which have electrical panel capacity and conduit to accommodate future installation. In addition, the 2019 Standards also required the installation of solar PV systems for low-rise residential dwellings, defined as single-family dwellings and multi-family dwellings up to three stories in height. The solar PV systems are to be sized based on the buildings' annual electricity demand, the building square footage, and the climate zone within which the building is located. However, under the 2019 Standards, homes may still rely on other energy sources, such as natural gas. Under the 2019 Standards, including the solar PV system mandate, residential dwellings will use approximately 50% to 53% less energy than those under the 2016 Standards. Actual reduction will vary depending on various factors (e.g., building orientation, sun exposure). Nonresidential buildings will use about 30% less energy, due mainly to lighting upgrades.

The recently updated 2022 Standards, which were approved in December 2021, encourage efficient electric heat pumps, establish electric-ready requirements when natural gas is installed and to support the future installation of battery storage, and further expand solar PV and battery storage standards. The 2022 Standards extend solar PV system requirements, as well as battery storage capabilities for select land uses, including high-rise, multi-family, and nonresidential land uses, such as office buildings, schools, restaurants, warehouses, theaters, grocery stores, and more. Depending on the land use and other factors, solar systems should be sized to meet targets of up to 60% of the structure's loads. These new solar requirements will become effective January 1, 2023, and contribute to California's goal of reaching net-zero carbon footprint by 2045.

ADVANCED CLEAN CARS PROGRAM

In January 2012, the CARB approved the Advanced Clean Cars Program, which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025 (CARB 2016). The new rules strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's zero-emission vehicles regulation requires a battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15% of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the state. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. By 2025, when the rules will be fully implemented, the statewide fleet of new cars and light trucks will emit 34% fewer global warming gases and 75% fewer smog-forming emissions than the statewide fleet in 2016.

4.5.2.3 Local

CITY OF SANTA MARIA GENERAL PLAN, RESOURCES MANAGEMENT ELEMENT

The City of Santa Maria General Plan, Resources Management Element is a comprehensive long-range planning document that includes goals, policies, objectives, and programs to address the conservation and preservation of energy resources by increasing energy efficiency of buildings, appliances, and buildings via the use of alternative forms of energy.

Applicable energy policies and objectives include, but are not limited to:

Policy 6.2. Promote the reduction of overall consumption of limited, non-renewable energy sources, the increase in the efficient use of energy, and the utilization of cost-effective, renewable sources of energy.

Objective 6.1.b(2). Encourage innovative building and site design which maximizes energy efficiency in private and public facilities.

Objective 6.1.b(4). Contribute to the energy efficiency of the community through street orientation, the placement of buildings, and the use of shading.

CITY OF SANTA MARIA GENERAL PLAN, CIRCULATION ELEMENT

Goal C.6 of the City of Santa Maria General Plan Circulation Element promotes the use of alternative modes of transportation, including transit, bicycle, pedestrian, airplane, and light rail to relieve traffic congestion, reduce vehicle miles traveled, and improve air quality. The use of alternative modes of transportation would also reduce the consumption of gasoline and fuel used for vehicle use.

4.5.3 Thresholds of Significance

The following thresholds of significance for the effects related to energy are based on Appendix G of the State CEQA Guidelines. An impact is considered significant if the project would:

- a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Each of these thresholds is discussed under Section 4.5.5, Project-Specific Impacts and Mitigation Measures.

4.5.4 Impact Assessment Methodology

The following impact evaluation is based, in part, on the *Energy Impact Assessment* prepared for the proposed project (AMBIENT 2022b; see Appendix G).

Appendix F of the State CEQA Guidelines requires environmental analyses to include a discussion of potential energy impacts associated with a proposed project. Where necessary, CEQA requires that mitigation measures be incorporated to reduce the inefficient, wasteful, or unnecessary consumption of energy. However, the State CEQA Guidelines do not establish criteria that define inefficient, wasteful, or unnecessary consumption. Compliance with the State's building standards for energy efficiency would result in decreased energy consumption for proposed buildings. However, compliance with building codes may not adequately address all potential energy impacts associated with project construction and operation. As a result, the following analysis includes an evaluation of electricity and natural gas usage requirements associated with future development in addition to energy requirements associated with the use of on-road and off-road vehicles. A significant impact related to energy would occur if the proposed project would result in short- or long-term wasteful, inefficient, or unnecessary consumption of energy resources or conflict with a state or local plan for renewable energy or energy efficiency.

4.5.5 Project-Specific Impacts and Mitigation Measures

Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Implementation of the proposed project would allow for future development of commercial and residential uses on the project site, which would result in new electricity, diesel, gasoline, and natural gas consumption associated with construction activities, as well as long-term operational activities. Energy consumption associated with short-term construction and long-term operational activities is discussed in detail, below.

Construction-Related Energy Consumption

During construction of commercial and residential land uses on-site, energy consumption would occur in the form of electricity, diesel, gasoline, and natural gas use associated with the on-site operation of construction equipment as well as worker and other vehicles traveling to and from the project site. The exact timing of future development of the project site is currently not known but is anticipated to occur over a span of 4 years, beginning in 2023 (see Table 2-6 in Chapter 2, Project Description). A preliminary phasing plan for buildout of land uses on the project site includes grading of the entire project site to prepare for initial site preparation and infrastructure establishment. Cut and fill on the project site is expected to be balanced (i.e., no importing or exporting of soil). Table 4.5-1 summarizes the estimated levels of energy consumption associated with site preparation and construction activities.

Table 4.5-1. Construction Energy Consumption

Source	Total Fuel Use (gallons)*	Total Million British Thermal Units (MMBTU)
Phase 1		
Off-road equipment use (diesel)	197,755	27,168
On-road vehicles (gasoline)	98,136	11,804
On-road vehicles (diesel)	15,261	2,097
Total		41,069

Source: AMBIENT (2022b)

* Fuel use was calculated based, in part, on default construction schedules, the equipment uses, and vehicle trips identified for the construction of similar land uses contained in the CalEEMod output files prepared for the air quality analysis conducted for this project (see Appendix G).

As shown in Table 4.5-1, the use of off-road construction equipment would consume an estimated total of 197,755 gallons of diesel, and on-road vehicles would consume an estimated total of 98,136 gallons of gasoline and 15,261 gallons of diesel. In total, construction fuel use would equate to approximately 41,069 million British thermal units (MMBTU) (AMBIENT 2022b).

Construction equipment use and associated energy consumption would be consistent with the construction of new land uses in the region and would not be anticipated to require the use of construction equipment that would be less energy efficient than that commonly used for the construction of similar facilities. In accordance with Santa Barbara County Air Pollution Control District (SBCAPCD) requirements, idling of heavy-duty diesel construction equipment and trucks during loading and unloading would be limited to 5 minutes to reduce the potential for wasteful, inefficient, or unnecessary energy consumption during equipment and vehicle use. Further, implementation of Mitigation Measure AQ/mm-2.2 would further reduce construction-related fuel use through implementation of vehicle and equipment requirements and restrictions. With implementation of Mitigation Measure AQ/mm-2.2, the short-term energy use associated with the construction phase of the proposed project would not result in the need for additional energy infrastructure capacity or increased peak-period demands for electricity. Therefore, construction-related impacts associated with inefficient, wasteful, or unnecessary energy consumption would be *less than significant with mitigation*.

Operational Energy Consumption

Buildout of the proposed project would result in the construction of 131,100 square feet of commercial uses, 400 apartments, and 95 townhomes on the 43.75-acre project site. Based on the conceptual development plan, commercial uses on-site would include up to three drive-throughs, a retail center, a corner gas station, and a mini-storage facility. Full buildout of the proposed project is anticipated to generate a total population of 1,346 residents and 456 new employees (1,802 people) and approximately 20,780 daily trips (Associated Transportation Engineers [ATE] 2022).

Operational Mobile-Source Energy Consumption

Operational mobile-source energy consumption would be primarily associated with vehicle trips to and from the project. Table 4.5-2 summarizes the annual fuel consumption at full project build-out.

Table 4.5-2. Operational Fuel Consumption

Source	Annual Fuel Use (gallons)	Annual Million British Thermal Units (MMBTU)
On-road vehicles (diesel)	76,414	10,498
On-road vehicles (gasoline)	412,601	49,630
Total		60,128

Source: AMBIENT (2022b)

As shown in Table 4.5-2, the vehicle trips associated with the proposed land uses would result in an estimated annual energy consumption of 76,414 gallons of diesel and 412,601 gallons of gasoline for operation in the estimated full buildout year of 2026. The development of increasingly efficient automobile engines would result in increased energy efficiency and energy conservation. Additionally, implementation of Mitigation Measure GHG/mm-2.1 would further reduce operational energy consumption resulting from vehicle use by promoting the use of alternative means of transportation (e.g., walking, biking, use of public transportation, ride share programs, etc.). Therefore, implementation of the proposed project would not result in increased fuel usage that would be considered unnecessary, inefficient, or wasteful, and potential impacts would be *less than significant with mitigation*.

Operational Building-Use Energy Consumption

Based on the conceptual development plan, commercial uses on-site would include up to three drive-throughs, a retail center, a corner gas station, and a mini-storage facility. Table 4.5-3 summarizes the estimated annual energy consumption associated with electricity, water use, and natural gas at full project build-out.

Table 4.5-3. Operational Electricity, Water, and Natural Gas Consumption

Source	Annual Energy Use	Annual Million British Thermal Units (MMBTU)
Electricity	3,856,306 kWh	13,158
Water use	231,812 kWh	791
Natural gas	12,126,017 kBTU	12,126
Total		26,075

Source: AMBIENT (2022b)

Note: kWh = kilowatt hour; kBTU = kilo British thermal unit

As shown in Table 4.5-3, the project would result in the consumption of energy resources associated with electricity, water use (i.e., water pumping, heating, etc.), and natural gas. In total, the proposed facilities would consume an annual total of approximately 26,075 MMBTU (AMBIENT 2022b). The development of increasingly efficient building fixtures would result in increased energy efficiency and energy conservation. Further, the project would be subject to energy conservation requirements in the CEC (Title 24, Part 6, of the California Code of Regulations [CCR], California's Energy Efficiency Standards for Residential and Nonresidential Buildings) and the California Green Building Standards Code (CALGreen) (24 CCR Part 11).

Mitigation Measure EN/mm-1.1 has been identified to require the implementation of additional energy efficiency measures to ensure the project would be consistent with the State's goal of achieving carbon

neutrality by year 2045, per the CARB's *Draft 2022 Climate Change Scoping Plan Update* and EO B-55-18. Further, implementation of Mitigation Measures GHG/mm-2.1 and GHG/mm-2.2 would further reduce operational energy consumption through the implementation of design features (i.e., pedestrian-friendly streetscape, pedestrian and bicycle facilities, interconnected bicycle routes/lanes, bicycle parking, electric vehicle parking spaces) to promote the use of alternative modes of transportation and would prohibit the use of natural gas within new residential and commercial development. With implementation of the identified mitigation, implementation of the proposed project would not result in increased energy usage that would be considered unnecessary, inefficient, or wasteful; therefore, potential impacts would be *less than significant with mitigation*.

EN Impact 1	
The project could result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction and operation.	
Mitigation Measures	
Implement Mitigation Measures GHG/mm-2.1 and GHG/mm-2.2.	
EN/mm-1.1	The project shall include the following measures: a. Meet or exceed CalGreen Tier 2 standards at the time of development for building energy efficiency. b. Meet or exceed CalGreen building standards at the time of development for water conservation (e.g., use of low-flow water fixtures, water-efficient irrigation systems, and drought-tolerant landscaping). c. All built-in appliances shall be Energy Star certified or equivalent. d. To the extent allowed by the building code at the time of development, incorporate natural lighting in buildings to minimize daytime lighting demand. e. Outdoor lighting shall be designed to minimize electrical demand, such as the use of solar-powered lighting and lighting controlled by motion sensors. f. Proposed residential and non-residential land uses shall elect to receive electricity from Central Coast Community Energy (CCCE).
Residual Impacts	
With implementation of the identified mitigation measures, residual impacts would be less than significant with mitigation.	

Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Future development of commercial and residential land uses on-site would be required to be designed and constructed in full compliance with the CBC, including applicable green building standards and building energy efficiency standards. As evaluated above, Mitigation Measure EN/mm-1.1 has been identified to require the implementation of additional energy efficiency measures to ensure the project would be consistent with the State's goal of achieving carbon neutrality by year 2045, per the CARB's *Draft 2022 Climate Change Scoping Plan Update* and EO B-55-18. Implementation of Mitigation Measures GHG/mm-2.1 and GHG/mm/2.2 would further reduce operational energy consumption by prohibiting the use of natural gas in proposed development and by providing a pedestrian-friendly streetscape, pedestrian and bicycle facilities (e.g., bicycle lockers, showers), interconnected bicycle routes/lanes, bicycle parking,

and electric vehicle parking spaces to reduce operational GHG emissions from vehicle use and natural gas consumption. Implementation of Mitigation Measures EN/mm-1.1, GHG/mm-2.1, and GHG/mm-2.2 would ensure consistency with the City's General Plan Resources Management Element, which ensures the conservation and preservation of energy resources by increasing the energy efficiency of buildings, appliances, and buildings via the use of alternative forms of energy, and the City's General Plan Circulation Element, which promotes the use of alternative forms of transportation. Therefore, impacts associated with a conflict or obstruction of a state or local plan for renewable energy or energy efficiency would be *less than significant with mitigation*.

EN Impact 2
The project could conflict with or obstruct a state or local plan for renewable energy or energy efficiency.
Mitigation Measures
Implement Mitigation Measures EN/mm-1.1, GHG/mm-2.1, and GHG/mm-2.2
Residual Impacts
With implementation of the identified mitigation measures, residual impacts would be less than significant with mitigation.

4.5.6 Cumulative Impacts

The project would allow for the future development of commercial and residential uses which would result in consumption of energy resources during construction and operation. This energy consumption would occur within the larger context of energy consumption by land uses and mobile sources within the region and the state. For the purposes of this analysis, projects within the cumulative development scenario are identified in Chapter 3, Environmental Setting, and generally include past, present, and reasonably foreseeable development projects within the vicinity of the project.

Residential, industrial, and commercial development within the project vicinity would contribute to energy consumption within the project area. As discussed in Section 4.5.5 above, project-specific impacts related to short- and long-term wasteful, inefficient, or unnecessary energy consumption and consistency with a state or local renewable energy or energy efficiency plan would be less than significant with mitigation. Current and future development projects within the project vicinity would be subject to SBCAPCD requirements during construction, and operational energy consumption of these projects would be subject to state and local energy efficiency building standards and standards associated with renewable energy infrastructure (e.g., rooftop solar panel capability, electric vehicle parking requirements, etc.). Lastly, the California vehicle fleet would be expected to continue to become more fuel efficient and rely on diversified fuel sources in accordance with AB 1007, EO B-48-18, CAFE program standards, and AB 2076.

Based on required compliance with existing energy efficiency standards, reasonably foreseeable future projects are not anticipated to result in significant short- or long-term wasteful, inefficient, or unnecessary energy consumption or conflict with a state or local renewable energy or energy efficiency plan. Nevertheless, reasonably foreseeable future projects would be subject to separate environmental review pursuant to CEQA to determine potential impacts related to energy use and reduce energy consumption as necessary. Therefore, project impacts related to energy would be *less than cumulatively considerable*.

EN Impact 3
The project would not result in cumulatively considerable impacts associated with energy.
<i>Mitigation Measures</i>
<i>No mitigation is required.</i>
<i>Residual Impacts</i>
<i>Cumulative impacts related to energy would not occur.</i>

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4.6 GEOLOGY AND SOILS

This section discusses the project's potential impacts relating to geologic hazards and resources. Geologic resources include physical (i.e., soil, rock, mineral) and topographical features (i.e., steep slopes, faults) that may create obstacles to development. The setting and evaluation information provided in this section is based, in part, on the results of the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021; Appendix H). Paleontological resources—fossilized remains of organisms that generally are found subsurface—are also identified as geological resources pursuant to CEQA. The information provided in this section pertaining to paleontological resources was developed by SWCA Environmental Consultants based on geologic maps, literature, and a paleontological records review.

4.6.1 Existing Conditions

4.6.1.1 Geologic Setting

The project site is located within the northwestern portion of Santa Barbara County, in the community of Orcutt, approximately 10.5 miles east of the Pacific Ocean and 4 miles south of downtown Santa Maria. The project site is located within the Santa Maria Valley, which is an east-west-trending alluvial valley bounded to the north by the San Rafael Ranch and to the south by the Casmalia and the Solomon Hills. The Solomon Hills and the Casmalia Hills (west of the project site) form the southern boundary of the Santa Maria Valley. The Solomon Hills were formed by middle- to late-Tertiary compressional forces uplifting the sedimentary and volcanic sequence. The hills have been modified by erosion since their formation, leaving gently rounded hills interspersed with steep canyons.

The highest peaks in the Casmalia and Solomon Hills are Mount Lospe (1,840 feet) and Mount Solomon (1,340 feet). All the valleys and intervening ridges in this part of the county have a northwesterly trend (County of Santa Barbara 2015). The Santa Maria River traverses the valley from east to west, draining to 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 near the community of Garey (City of Santa Maria 1995).

The project site is located within the Santa Maria River Valley Groundwater Basin (County of Santa Barbara 2019). The Santa Maria River Valley Groundwater Basin (Santa Maria Basin) is a significant hydrocarbon-producing coastal and off-shore basin in California, meaning it is a significant source for oil and gas extraction. The Santa Maria Basin generally contains a relatively thick Miocene through Holocene-age sequence of sedimentary rocks, some of which are prolific petroleum-producing formations, and others that are productive groundwater aquifers (City of Santa Maria 1995).

4.6.1.2 Project Site Geologic Conditions

TOPOGRAPHY

The project site is mostly flat with a gentle slope downward from east to west, along with manufactured embankments and fill slopes from adjacent residential development and Union Valley Parkway (UVP) construction. No natural drainage features are present on the project site. There are several artificial constructed rock drainage ditches leading to culverts under Orcutt Road to manage stormwater from drop inlet storm drains on UVP. The approximate central site elevation is 352 feet above sea level (Earth Systems Pacific 2021).

UNDERLYING SOILS

The U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) generally characterizes soil types within the project site as follows (NRCS 2022; USDA Soil Conservation Service 1972; see Figure 4.6-1):

- Betteravia loamy sand, 0 to 2 percent slopes (BmA). This moderately well drained soil occurs on low terraces. Permeability is very slow, surface runoff is very slow, and the hazard of water erosion is none to slight.
- Marina sand, 0 to 2 percent slopes (MaA). This somewhat excessively drained soil occurs on mesa-like areas and in swales. Permeability is moderate, surface runoff is very slow, and the hazard of erosion by water is none to slight.
- Oceano sand, 2 to 15 percent slopes, severely eroded (OcD3). This soil is severely eroded and has numerous shallow gullies. Blowouts are common. Permeability is rapid, surface runoff is medium, and the hazard of erosion by water is moderate in most places. Where water from steeper areas runs onto this soil, the erosion hazard is greater.

In addition, to support the Geotechnical Engineering Report prepared for the project, Earth Systems Pacific drilled 17 borings at the site in 2021, to depths ranging from 16.5 to 51.5 feet below the existing ground surface. Soils encountered in the exploratory borings were logged and categorized in general accordance with the Unified Soil Classification System. The subsurface profile observed in the borings generally consisted of layered sand, silt, and clay soils. These soils were generally in a dry to wet condition. The sands ranged from loose to very dense in consistency, and the clays and silts were stiff to very stiff. Groundwater was encountered during drilling in several of the borings as shallow as 9.5 feet below ground surface (Earth Systems Pacific 2021). The characteristics of the soils that can present hazardous conditions if not addressed through proper engineering are summarized in Section 4.6.1.4, Geologic and Soil Hazards, below.

FORMATIONAL UNITS

Based on the geologic mapping, the project site is underlain by Pleistocene dune sand (Qoe) and late Pleistocene younger terrace deposits (Qto2) (Sweetkind et al. 2021). As described by Sweetkind and others (2021) these units include:

- Dune sand (Qoe). Composed of medium-grained, very well sorted, sandy eolian deposits that typically have a well-developed surface soil profile and, in some cases, there are two buried soils. Surface morphology of the paleodunes is subdued and gently rolling. Deposits can reach thickness of 30 meters (i.e., especially northeast of Point Sal) but in the project site may only be a few meters thick.
- Younger terrace deposits (Qto2). Terrace deposits on gently sloping surfaces at low elevation along alluvial channels that consist of crudely bedded, clast-supported gravels, cobbles, and boulders with a sandy matrix and clay occurring in poorly defined lenses. These deposits record an older alluvial system that has been tectonically uplifted above present depositional levels. Thickness typically 2–3 meters, but locally as thick as 15 meters.

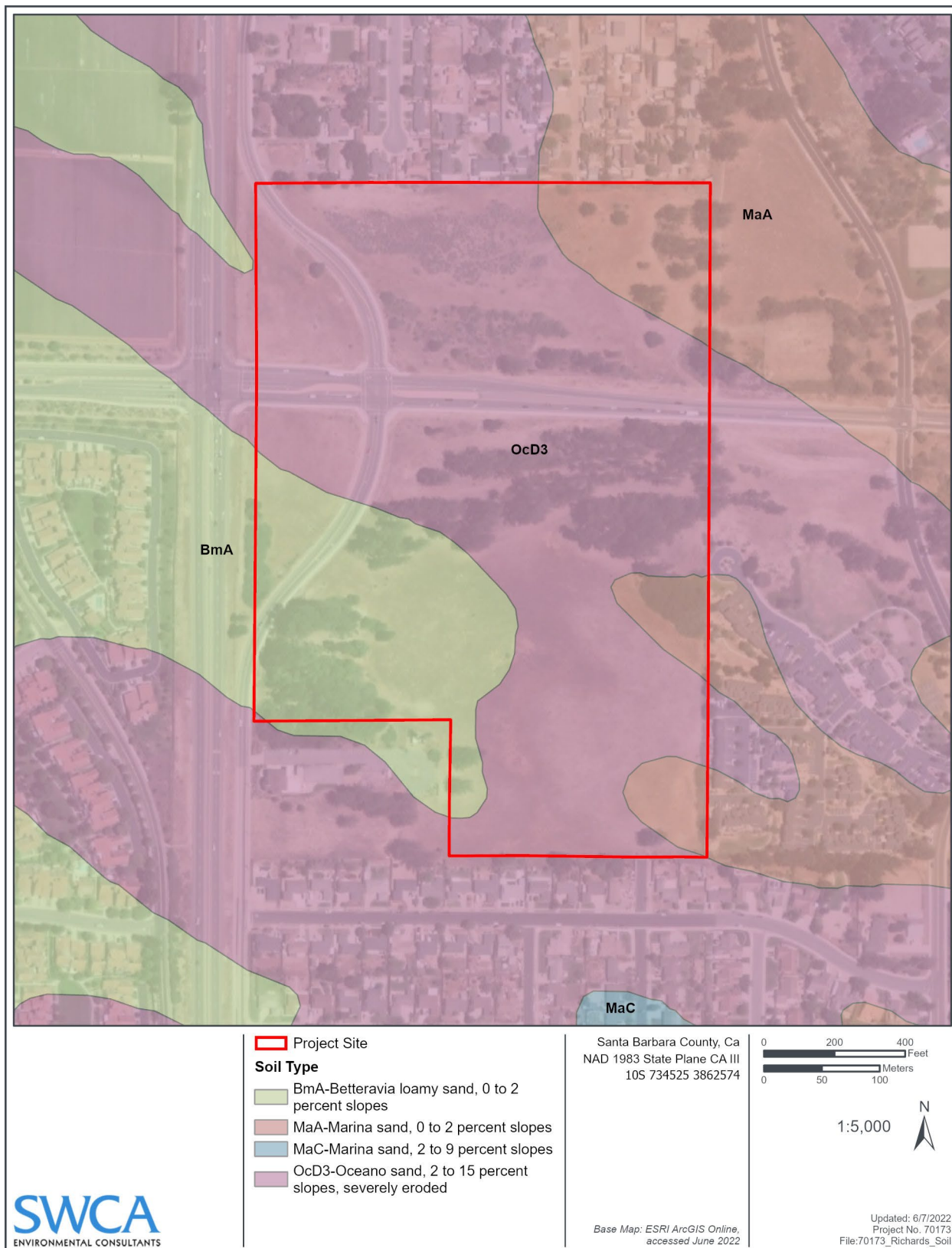


Figure 4.6-1. Project site soils map.

4.6.1.3 Seismic Hazards

Seismic hazards refer to the potential hazards that result from earthquakes. The frequency and strength of earthquakes are dependent on the activity, number, and type of faults that pass through or can influence a particular region. Site-specific evaluation of seismic hazards, as described below, are primarily based on the findings and conclusions provided in the Geotechnical Engineering Report prepared by Earth Systems Pacific (2021) for the project.

FAULT RUPTURE

Fault rupture refers to the displacement of the ground surface along a fault trace, which can endanger life and property if structures or infrastructure are constructed on, or cross over, a fault. Rupture of the ground surface along a fault trace typically occurs during earthquakes of approximately magnitude 5 or greater.

The Santa Maria Valley is located within a structural fold and thrust fault area; the axis of most of the structural elements in the region run northwest-southeast, parallel to the valley. The nearest potentially active fault relative to the project site is the Los Alamos Fault, located approximately 11 miles southeast of the project site (California Department of Conservation [CDOC] 2015). 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 (City of Santa Maria 1995). Based on the distance from the nearest potentially active fault and lack of evidence of any faulting in the immediate project vicinity, fault rupture is not expected to have potential to occur on-site.

GROUND SHAKING

Ground shaking refers to the motion that occurs in response to local and regional earthquakes, which can endanger life and safety due to damage or collapse of structures and infrastructure. The Central Coast of California is a seismically active region; the project site has the potential for large seismic events that could generate strong ground shaking.

The effects of seismic shaking are dependent on the distance between the site and causative fault and the on-site geology of a given site. Numerous active, potentially active, and inactive faults are mapped within the project region (see Figure 4.6-2). Tectonically, the region is dominated by northwest-trending faults, which include potentially active faults such as the Santa Maria River Fault, the Casmalia Fault, West Huasna Fault, and the Santa Maria Fault (CDOC 2015).

Faults are classified by the State of California based on the likelihood of generating ground motions and surface rupture. The classification system applies to known faults that have been compiled by numerous researchers through various methods of investigation. The State evaluates faults with documented ground rupture during the last 11,700 years and considers them for inclusion in Earthquake Fault Zones requiring investigation (A-P Zones) which encompass traces of Holocene-active faults, as defined by the State's Alquist-Priolo Earthquake Fault Zoning Act (1972). The State's guidance is intended to prohibit developments and structures for human occupancy across the trace of active faults. Historic- and Holocene-age faults are considered active, Late Quaternary- and Quaternary-age faults are considered potentially active, and pre-Quaternary-age faults are considered inactive. None of the mapped faults within 10 miles of the project site are considered active (CDOC 2015); therefore, the project site is not located in an Earthquake Fault Zone as identified by the State Geologist under the Alquist-Priolo Earthquake Fault Zones Act (City of Santa Maria 1995).

Based on the City of Santa Maria Safety Element, the potential for severe ground shaking would occur as a result of movement along one of the major California faults proximate to the city, such as the San

Andreas Fault, located approximately 40 miles east of the project site. Based on the City of Santa Maria Hazard Mitigation Plan, on a scale between Not Felt (less than 0.17 percent g-force peak ground acceleration) and Extreme (greater than 124 percent g-force peak ground acceleration), the project site is located in an area with potential for Very Strong ground shaking (18 to 34 percent g-force peak ground acceleration) based on the San Luis Range Fault Model, and in an area with potential for Strong ground shaking (9.2 to 18 percent g-force peak ground acceleration) based on the Red Mountain Fault Model (City of Santa Maria 2017). The secondary effects of seismic shaking potentially include soil liquefaction, settlement, and landslides. Each of these secondary effects and their relative potential severity based on site-specific geology and soils are described in detail below.

LIQUEFACTION AND SETTLEMENT

Liquefaction is a seismic phenomenon in which loose to medium-dense, young, saturated, granular, and non-plastic fine-grained soil or sensitive clay loses its structure/strength when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist:

1. Shallow groundwater (within the top 50 feet of the ground surface)
2. Low-density non-plastic soils
3. High-intensity ground motion.

Loose, granular soil can also settle (compact) during liquefaction and as pore pressures dissipate following an earthquake. Seismically induced settlement can occur when foundations and surface improvements span soils with variable consolidation characteristics, such as the soils with variable moisture and density. Settlement can stress and damage foundations and surface improvements, resulting in cracks and displacement.

In order to evaluate the potential for liquefaction and seismically induced settlement of dry sand and their relative effects on the project site, soil borings were sampled and evaluated in accordance with the California Geological Survey's (CGS's) Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117a (2008). Based on the presence of groundwater and density of soils within the project site, there is a potential for both liquefaction and seismically induced settlement of dry sand to occur. Further analysis indicated that the potentially liquefiable soils are present below 25 feet (Earth Systems Pacific 2021).

4.6.1.4 Geologic and Soil Hazards

Geologic and soil hazards refer to site-specific conditions that may result in ground instability, such as landslides and slope instability. Each of these potential hazards is described in detail below.

ERODIBILITY OF SOILS

Erosion is defined as the breakdown, detachment, transport, and redistribution of soil particles by natural forces, including water (i.e., rain, concentrated flow, streams, glaciers, etc.), wind, or gravity. Increased amounts of sediment, caused by erosion, may run off from a site and block drainage and irrigation ditches and canals, and navigational channels; degrade wildlife habitat and fisheries; infill water reservoirs; elevate water treatment costs; increase the need for dredging; and may indirectly contribute to flooding (USGS 2006). Potential for erosion to occur at a particular site may depend on, but is not limited to, type of soils present, existing uses, and vegetative cover. Based on the soil profiles evaluated from the project site, soils at the project site are considered to be highly erodible (Earth Systems Pacific 2021).

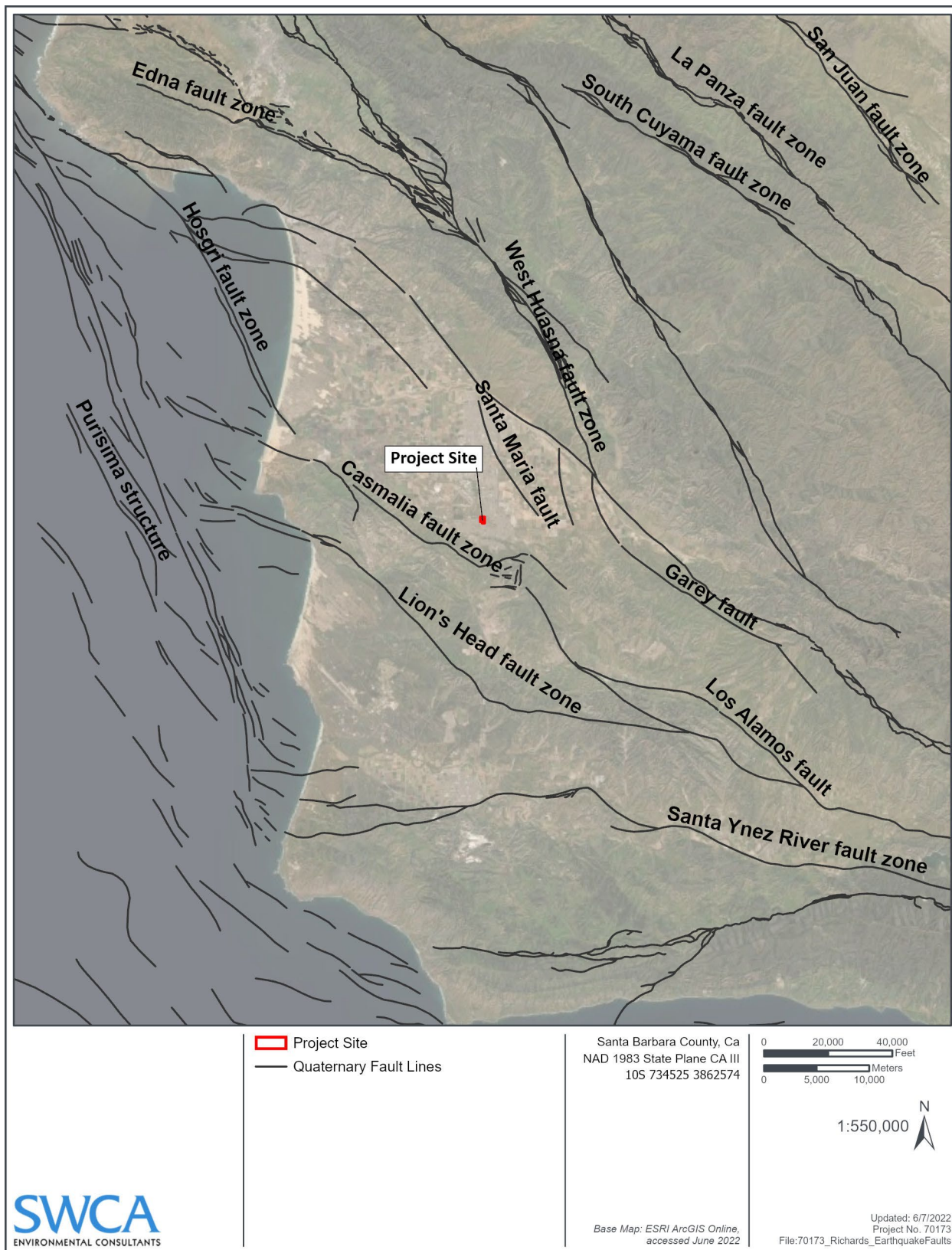


Figure 4.6-2. Regional earthquake fault map.

EXPANSIVE SOILS

Soil expansion, also referred to as shrink/swell potential, is the extent to which the soil shrinks as it dries out or swells when it gets wet. Extent of shrinking and swelling is typically influenced by the amount and type of clay materials in the soil. Shrinking and swelling of soils can cause damage to building foundations, roads, and other structures. A high potential for expansion indicates a hazard to maintenance of structures built in, on, or with material having this rating. Moderate and low ratings lessen the hazard accordingly. Non-expansive material is defined as being a coarse-grained soil and having an expansion index of 10 or less. Based on the findings of the Geotechnical Engineering Report prepared for the project, the surface soils at the project site were found to be non-expansive (Earth Systems Pacific 2021).

LANDSLIDES AND SLOPE INSTABILITY

Landslides and slope instability can occur as a result of wet weather, weak soils, improper grading, improper drainage, steep slopes, adverse geologic structure, earthquakes, or a combination of these factors. Slope instability can occur in the form of creep, slumps, large progressive translation or rotational failures, rockfall, debris flows, or erosion. Landslides can result in damage to property and cause buildings to become unsafe due to distress or collapse during sudden or gradual slope movement. Structures constructed in steep terrain, possibly on stable ground, may also experience landslide hazards if they are sited in the path of potential mud flows or rockfall hazards. Landslides tend to occur in weak soil and rock on sloping terrain (CDOC 2019). Despite current codes and policies that discourage development in areas of known landslide activity or high risk of landslide, landslides and mass earth movements not associated with earthquakes have historically damaged structures and caused other problems in Santa Barbara County, notably in the heavily developed southern foothills (County of Santa Barbara 2015). Based on the City of Santa Maria Hazard Mitigation Plan, the project site is not located in an area that would be subject to landslide incidence (City of Santa Maria 2017). No indications of slope instability or landsliding were observed in aerial photographs or site reconnaissance conducted by Earth Systems Pacific (Earth Systems Pacific 2021).

SUBSIDENCE

Land subsidence occurs when large amounts of fluids, such as groundwater, oil, or natural gas, have been withdrawn from certain types of rocks, such as fine-grained sediments. Land subsidence is most often caused by human activities, mainly from the removal of subsurface water (USGS 2018). When the liquid is withdrawn, the rock compacts and can result in damage to buildings or other structures. Subsidence usually occurs over such a wide area that it tends to be uniform and non-differential within areas covered by a single structure. However, long continuous structures (aqueducts, roads, utility lines) may be subject to damage (County of Santa Barbara 2015).

Subsidence due to fluid withdrawal is not known to have occurred in Santa Barbara County (County of Santa Barbara 2015). Further, the Santa Maria area has not experienced significant subsidence issues despite historical oil drilling in the area and subsidence is not considered to be a significant risk in the city of Santa Maria (City of Santa Maria 1995).

4.6.1.5 Paleontological Setting

Paleontological resources are the evidence of once-living organisms preserved in the rock record. They include both the fossilized remains of ancient plants and animals and the traces thereof (e.g., trackways, imprints, burrows, etc.). In general, fossils are considered to be older than recorded human history or greater than 5,000 years old and are typically preserved in sedimentary rocks. Although rare, fossils can

also be preserved in volcanic rocks and low-grade metamorphic rocks under certain conditions (Society of Vertebrate Paleontology [SVP] 2010).

Paleontological potential is defined as the potential for a geologic unit to produce scientifically significant fossils. This is determined by rock type, history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit. Paleontological potential is derived from the known fossil data collected from the entire geologic unit, not just from a specific survey or study. A geologic unit known to contain significant fossils is considered sensitive to adverse impacts if there is a high probability that earth-moving or ground-disturbing activities in that rock unit would either disturb or destroy fossil remains, directly or indirectly.

The geologic setting is key to understanding the potential for important paleontological resources to be in the project site (see Section 4.6.1.1 for broad scale geological setting). Table 4.6-1 summarizes the paleontological potential of the geologic units that are mapped within the project site.

Table 4.6-1. Geologic Units and Paleontological Potential Underlying Project Site

Geologic Unit Label	Geologic Unit Name	Age	Paleontological Potential
Qeo	Dune Sand	Pleistocene	Low
Qto2	Younger terrace deposits	Late Pleistocene	High

Source: Sweetkind et al. (2021)

The paleontological resources previously documented within the county include marine invertebrates, vertebrates, and terrestrial vertebrates from rocks of Cretaceous to Recent age, along the Pacific Coast to the central and eastern part of the county (Jefferson 1991; Paleobiology Database [PBDB] 2022; Woodring and Bramlette 1950). Reviews of published literature, the Palaeobiological Database (PBDB 2022), and previously museum records (Natural History Museum of Los Angeles County [NHMLA] 2022) were conducted to identify information on paleontological resources known from the project site or nearby.

Based on these reviews, there are six paleontological localities in Santa Barbara County within Pleistocene-aged geologic units, but no previously recorded localities are within the project site (Jefferson 1991; NHMLA 2022; PBDB 2022; Woodring and Bramlette 1950). The closest recorded palaeontologic record (9 miles) consists of horse and turtle fossils from an unknown formation of Pleistocene age, west of Los Alamos, California. The next closest record (11.5 miles) consists of a mammoth left dentary with a tooth, which was recovered from unknown Pleistocene-aged geologic unit near Nipomo, California (reference number LACM 4089). Table 4.6-2 lists the results of the records search.

Table 4.6-2. Paleontological Records Search Results

Reference Number	Approximate Miles from the Project Site based on NHMLA Location Descriptions	Formation	Taxa	Depth
LACM VP 3518	9	Unknown formation (Pleistocene)	Horse (<i>Equus</i>), Turtle (Testudines)	Unknown
LACM VP 4089	11.5	Unknown formation (Pleistocene)	Mammoth (<i>Mammuthus</i>)	Unknown
LACM VP 4938	12	Unknown formation (Pleistocene)	Ground sloth (<i>Paramylodon</i>)	Unknown

Reference Number	Approximate Miles from the Project Site based on NHMLA Location Descriptions	Formation	Taxa	Depth
LACM VP 3517	13	Unknown formation (Pleistocene)	Ground sloth (<i>Paramylodon</i>)	Unknown
LACM VP 5801-5803	29	Pleistocene Terrace deposit	Ground sloth (<i>Glossotherium</i>); Dolphin (delphinid?); horse family (Equidae); camel (<i>Camelops</i>); bison (<i>Bison antiquus</i>); marine mammal (Cetacea)	Unknown
LACM VP 5018	46	Unknown formation (Pleistocene)	Fish (Osteichthyes)	Unknown

Source: NHMLA (2022)

4.6.2 Regulatory Setting

4.6.2.1 Federal

There are no applicable federal regulations pertaining to geology relevant to the proposed project.

4.6.2.2 State

ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT

The Alquist-Priolo Earthquake Fault Zoning Act was signed into law following the 1971 San Fernando earthquake. The act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. This act groups faults into categories of active, potentially active, and inactive. Historic- and Holocene-age faults are considered active, Late Quaternary- and Quaternary-age faults are considered potentially active, and pre-Quaternary-age faults are considered inactive. As previously noted, the project site is not within a Alquist-Priolo Earthquake Fault Zone (CDOC 2015).

SEISMIC HAZARDS MAPPING ACT

The Seismic Hazards Mapping Act of 1990 (Public Resources Code [PRC] Chapter 7.8, Sections 2690–2699.6) directs the CGS to delineate seismic hazard zones. The purpose of the act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and state agencies are directed to use seismic hazard zone maps developed by the CGS in their land use planning and permitting processes. The act requires that site-specific geotechnical investigations be performed prior to permitting most urban development projects within seismic hazard zones. Pursuant to the Seismic Hazards Mapping Act, a site-specific geotechnical investigation was prepared for the project.

CALIFORNIA BUILDING CODE

The California Building Code (CBC), Title 24, Part 2 provides building codes and standards for the design and construction of structures in California. The 2019 CBC is based on the 2018 International Building Code with the addition of more extensive structural seismic provisions. Chapter 16 of the CBC

contains definitions of seismic sources and the procedure used to calculate seismic forces on structures. The CBC requires addressing soil-related hazards, such as treating hazardous soil conditions involving removal, proper fill selection, and compaction, prior to construction. In cases where soil remediation is not feasible, the CBC requires structural reinforcement of foundations to resist the forces of expansive soils. All future development on the project site would be required to be designed and constructed in full compliance with the CBC and its associated structural seismic provisions and standards intended to minimize risks associated with geologic hazards.

PUBLIC RESOURCES CODE SECTION 5097.5

PRC Section 5097.5 prohibits any persons from knowingly or willfully excavating upon, removing, destroying, injuring, or defacing any historical or prehistoric ruins, including a vertebrate paleontological site, fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological, or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands. Anyone who violates this section of the PRC would be subject to the payment of fines or imprisonment.

4.6.2.3 *Local*

CITY OF SANTA MARIA HAZARD MITIGATION PLAN

Adopted in 2017, the City of Santa Maria Hazard Mitigation Plan was prepared in order to document the continual process that the City has undertaken to improve its disaster resiliency and to meet regulatory requirements. The plan includes an overview of the City's hazard planning process, a capability assessment for hazard response, an assessment of potential hazards, a vulnerability assessment of the city, mitigation strategies, and an implementation plan. The plan is intended to function as an addition to the Santa Barbara County Operational Area Hazard Mitigation Plan. The plan includes a capability assessment that identifies the current capabilities and mechanisms available for implementing hazard mitigation activities and discusses the roles of key departments, administrative and technical capacity, and fiscal resources. The capability assessment also includes an overview of existing applicable plans, policies, and ordinances that pertain to hazard evaluation and mitigation, including policies established in the City General Plan, zoning and subdivision ordinances, building codes, the Floodplain Management Ordinance, the City of Santa Maria Stormwater Plan, the City Multi-Hazard Functional Plan, etc. The plan also includes a hazards assessment, a vulnerability assessment, a mitigation strategy, and a maintenance and implementation plan.

The vulnerability assessment section of the plan includes maps of particular hazard risks, such as ground shaking from seismic events, liquefaction, special flood hazards, and landslide incidence within the city and immediately surrounding areas. Based on Map 8 of the plan, on a scale between Not Felt (less than 0.17 percent g-force peak ground acceleration) and Extreme (greater than 124 percent g-force peak ground acceleration), the project site is located in an area with potential for Very Strong ground shaking (18 to 34 percent g-force peak ground acceleration) based on the San Luis Range Fault Model, and in an area with potential for Strong ground shaking (9.2 to 18 percent g-force peak ground acceleration) based on the Red Mountain Fault Model. Based on Map 11 of the plan, the project site is located in an area of Moderate Severity liquefaction. Based on Maps 13 and 14 of the plan, the project site is not located in an area that would be subject to a special flood hazard or landslide incidence.

CITY OF SANTA MARIA SAFETY ELEMENT

The City of Santa Maria Safety Element includes findings and planning considerations regarding geology and seismology. Relevant goals, policies, and objectives pertaining to geology and seismology identified in the City of Santa Maria Safety Element are detailed below (City of Santa Maria 1995):

Goal 1. Minimize the community's risk from potential hazards associated with geologic or seismic activity.

Policy 1. Maintain and enforce applicable building codes and other appropriate regulations to minimize the loss of life and damage to structures during an earthquake or other geologic disaster.

Objective 1.1.a. Take the geologic constraints noted on Figure SE-2 into account during the development review process.

Objective 1.1.b. Enforce the Uniform Building Code as it relates to seismic safety, including lateral forces, soil constraints, slope instability, and grading.

Pursuant to Policy 1 of the City Safety Element, future development on the project site would be required to be designed and constructed in full compliance with the current CBC in effect at the time of building permit application. In addition, site-specific geotechnical evaluation has been conducted for the project and measures are identified in the evaluations to minimize risks associated with seismic and geologic hazards.

CITY OF SANTA MARIA GRADING AND DRAINAGE PLAN STANDARDS

The City of Santa Maria Grading and Drainage Plan Standards (City of Santa Maria 2009) dictate which types of projects are required to prepare a grading and drainage plan for review and approval to the City of Santa Maria Building Division, format requirements for each of these plans, standards for retardation basin design and location, required erosion control measures, standards for projects located within special flood hazard areas, and an overview of federal grading requirements. Grading and drainage plans shall be submitted for review and approval to the City of Santa Maria Building Division for all apartment, condominium, residential subdivisions, commercial and industrial developments, or other projects where a grading permit is required by Appendix Chapter J of the CBC. Residential projects with sites less than 10,000 square feet and which do not require more than 50 cubic yards of cut or fill earth to be moved need not comply with the retardation basin requirements described within these standards.

Based on the 43.75-acre size of the project site and future commercial and residential uses that could be developed onsite based on the conceptual development plan, future onsite grading activities and development is anticipated to require preparation of a grading and drainage plan subject to the City of Santa Maria Grading and Drainage Plan Standards.

4.6.3 Thresholds of Significance

The following thresholds of significance for the effects related to geology and soils are based on Appendix G of the State CEQA Guidelines. An impact is considered significant if the project would:

- 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.

- ii. Strong seismic ground shaking.
 - iii. Seismic-related ground failure, including liquefaction.
 - iv. Landslides.
- b. Result in substantial soil erosion or the loss of topsoil.
- 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.
- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- 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.
- f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Each of these thresholds is discussed under Section 4.6.5, Project-Specific Impacts and Mitigation Measures, below.

4.6.4 Impact Assessment Methodology

For the purposes of this analysis, relevant documents were reviewed, particularly the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021). This report describes the geologic conditions of the site based on a general site reconnaissance, subsurface exploration, laboratory testing of selected samples, and geotechnical analysis of data. This report includes engineering approaches for site preparation, grading, utility trenches, foundations, retaining walls, slabs-on-grade and exterior flatwork, pavement sections, drainage and maintenance, and construction observation and testing. In order to evaluate the potential for liquefaction and seismically induced settlement of dry sand and their relative effects on the project site, soil borings were sampled and evaluated in accordance with the CGS's Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117a (2008).

The Society of Vertebrate Paleontology has established standard guidelines that outline professional protocols and practices for conducting paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, and specimen preparation, identification, analysis, and curation (SVP 1995, 2010). These guidelines were used for the assessment of potential for paleontological resources to occur within the project site. Significant paleontological resources are defined as "identifiable" vertebrate fossils, uncommon invertebrate, plant, and trace fossils that provide taphonomic (i.e., the study of what happens to an organism after its death and until its discovery as a fossil), taxonomic, phylogenetic, paleoecologic, stratigraphic, or biochronological data. The potential for paleontological resources is based on the potential for impacts to geologic units with the potential to contain significant paleontological resources. These data are based on the results of the geologic map, literature, and paleontological records reviews.

4.6.5 Project-Specific Impacts and Mitigation Measures

Would the project 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?***

Ground rupture along a fault tract can destroy any structure astride or immediately adjacent to the fault. The project site is not located within an Alquist-Priolo Earthquake Zone, and no active faults that could result in rupture of the ground surface have been identified within or immediately adjacent to the project site (CDOC 2015). Therefore, potential impacts related to fault rupture of a known earthquake fault would be *less than significant*.

GEO Impact 1
The project would not cause substantial adverse effects due to rupture of a known earthquake fault; impacts would be less than significant.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Impacts associated with rupture of a known earthquake fault would be less than significant.</i>

Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- ii. Strong seismic ground shaking?***

The site is in a region of high seismic activity with the potential for large seismic events that could generate strong ground shaking. A seismic analysis was undertaken to provide seismic acceleration design parameters, and several design approaches for building foundations have been identified to reduce potential impacts associated with strong ground shaking (Earth Systems Pacific 2021). These measures have been detailed in Mitigation Measures GEO/mm-2.1 through GEO/mm-2.3. Upon implementation of these design measures, potential impacts associated with strong seismic ground shaking would be *less than significant with mitigation*.

GEO Impact 2	
The project could cause substantial adverse effects associated with strong seismic groundshaking.	
Mitigation Measures	
GEO/mm-2.1	<i>Prior to issuance of grading permits for site preparation activities, the following measures shall be incorporated into project site preparation/grading plans, to be verified by the City Building Division:</i> <i>The existing ground surface in the building and surface improvements areas shall be prepared for construction by removing existing improvements, vegetation, large roots, debris, and other deleterious material. Any existing fill soils shall be completely removed and replaced as compacted fill. Any existing utilities that will not remain in service shall be removed or abandoned in a manner approved by a geotechnical engineer.</i> <i>a. Voids created by the removal of materials or utilities, and extending below the recommended overexcavation depth, shall be immediately called to the attention of the geotechnical engineer. No fill shall be placed unless the geotechnical engineer has observed the underlying soil.</i>
GEO/mm-2.2	<i>Prior to issuance of grading permits, the following measures shall be incorporated into the project grading plans, to be verified by the City Building Division:</i> <i>a. Following site preparation, the soils in the building area for one- and two-story buildings shall be removed to a level plane at a minimum depth of 3 feet below the bottom of the deepest footing or 4 feet below existing grade, whichever is deeper. The soils in the building area for three-story buildings shall be removed to a level plane at a minimum depth of 4 feet below the bottom of the deepest footing or 5 feet below existing grade, whichever is deeper. During construction, locally deeper removals may be recommended.</i> <i>b. All cut or cut/fill transition areas shall be overexcavated such that a minimum of 5 feet of compacted fill is provided within all the one- to two-story building areas and a minimum of 6 feet of compacted fill is provided within all the three-story building areas. Also, the minimum depth of the fill below the building area shall not be less than half of the maximum depth of fill below the building area. For example, if the maximum depth of fill below the building area is 10 feet, then the minimum depth of fill below the same building area grades shall be no less than 5 feet. In no case shall the depth of fill be less than 5 feet on the building areas.</i> <i>c. Following site preparation, the soils in the surface improvement area shall be removed to a level plane at a minimum depth of 1 foot below the proposed subgrade elevation or 2 feet below the existing ground surface, whichever is deeper. During construction, locally deeper removals may be recommended based on field conditions. The resulting soil surface shall then be scarified, moisture conditioned, and compacted prior to placing any fill soil.</i> <i>d. Following site preparation, the soils in fill areas beyond the building and surface improvement areas shall be removed to a depth of 2 feet below existing grade. During construction, locally deeper removals may be recommended based on field conditions. The resulting soil surface shall then be scarified, moisture conditioned, and compacted prior to placing any fill soil.</i> <i>e. Voids created by dislodging cobbles and/or debris during scarification shall be backfilled and compacted, and the dislodged materials shall be removed from the area of work.</i> <i>f. On-site material and approved import materials may be used as general fill. All imported soil shall be nonexpansive. The proposed imported soils shall be evaluated by the geotechnical engineer before being used, and on an intermittent basis during placement on the site.</i> <i>g. All materials used as fill shall be cleaned of any debris and rocks larger than 6 inches in diameter. No rocks larger than 3 inches in diameter shall be used within the upper 3 feet</i>

GEO Impact 2	
	of finish grade. When fill material includes rocks, the rocks shall be placed in a sufficient soil matrix to ensure that voids caused by nesting of the rocks will not occur and that the fill can be properly compacted. h. Where fill will be placed on existing slopes that are steeper than 10 percent, the slope shall be cut to level benches into competent material. The benches shall be a minimum of 10 feet wide and angled 2 to 3 percent back into the slope. Where fill is planned on existing slopes that are steeper than 20 percent, the toe of the fill shall be keyed into competent material. The keyway shall be a minimum of 10 feet wide or the width shall equal one-half the height of the slope, whichever is greater. The keyway shall be angled 2 to 3 percent back into the slope and shall penetrate 2 feet into the competent material. The geotechnical engineer shall observe all keyways and benches. i. Backdrains shall be provided in all keyways and on benches at approximately 10-foot vertical intervals, unless otherwise recommended by the geotechnical engineer at the time of construction. j. Slopes shall be constructed at 2:1 (horizontal to vertical) or flatter inclinations. Slopes subject to inundation shall be constructed at 3:1 or flatter. Cut slopes and fill over cut slopes shall be overexcavated and constructed as compacted fill slopes. k. Unless otherwise recommended by the landscape architect, completely constructed fill slopes shall be covered with a synthetic vegetation matting and the slopes shall be revegetated, in accordance with the installation requirements of the manufacturer and the CBC.
GEO/mm-2.3	Prior to issuance of building permits for habitable structures on-site, the following design measures shall be incorporated into the project building plans, to be verified by the City Building Division: a. Conventional continuous and spread footings bearing on soil compacted per the "Grading" section of the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021) shall be used to support structures. Grade beams shall also be placed across all large entrances to support structures. Footings and grade beams shall have a minimum depth of 12 inches below the lowest adjacent grade; however, footings and grade beams for the two- and three-story building shall have a minimum depth of 18 inches below the lowest adjacent grade. All spread footings shall be a minimum of 2 square feet. Footing and grade beam dimensions shall also conform to the applicable requirements of Section 1809 (CBSC, 2019). Footing and grade beam reinforcement shall be in accordance with the requirements of the architect/engineer; minimum continuous footing and grade beam reinforcement shall consist of two No. 4 rebar, one near the top and one near the bottom of the footing or grade beam. b. Footings shall be designed using a maximum allowable bearing capacity of 2,000 pounds per square foot (psf) dead plus live load. The allowable bearing capacity may be increased by 200 psf for each additional 6 inches of embedment below a depth of 12 inches below lowest adjacent grade. The allowable bearing capacity shall not exceed 3,000 psf dead plus live loads. Using these criteria, maximum total and differential settlement under static conditions are expected to be on the order of 3/4-inch and 1/4-inch in 25 feet, respectively. Footings shall also be designed to withstand total and differential dynamic settlement of 2 inches and 1 inch across the largest building dimension, respectively. c. Lateral loads may be resisted by soil friction and by passive resistance of the soil acting on foundations. Lateral capacity is based on the assumption that backfill adjacent to foundations is properly compacted. A passive equivalent fluid pressure of 375 pound-force per cubic foot (pcf) and a coefficient of friction of 0.39 may be used in design. No factors of safety, load factors, and/or other factors have been applied to any of the values. d. The allowable bearing capacity may be increased by one-third when transient loads such as wind or seismicity are included if the structural engineer determines they are

GEO Impact 2							
allowed per Sections 1605.3.1 and 1605.3.2 (CBSC, 2019). The following seismic parameters are presented for use in structural design:							
2019 Mapped CBC Values		Site Class "D" Adjusted Values				Design Values	
Seismic Parameters	Values (g)	Site Coefficients	Values (g)	Seismic Parameters	Values (g)	Seismic Parameters	Values (g)
S _S	1.056	F _a	1.078*	S _{MS}	1.138	S _{DS}	0.759*
S ₁	0.386	F _V	1.914	S _{M1}	0.739	S _{D1}	0.493
Peak Mean Ground Acceleration (PGAM) = 0.527g Seismic Design Criteria = D *F _a should be taken as 1.4 and S _{DS} as 0.996 if the Simplified Lateral Force Analysis Procedure in Section 12.14.8 of the American Society of Civil Engineers Publications is used in structural design							
e. Foundation excavations shall be observed by the geotechnical engineer prior to placement of reinforcing steel or any formwork. Foundation excavations shall be thoroughly moistened prior to PCC placement and no desiccation cracks shall be present.							
Residual Impacts							
With implementation of the measures identified above, potential impacts associated with ground shaking would be less than significant with mitigation.							

Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

iii. Seismic-related ground failure, including liquefaction?

To evaluate the potential for liquefaction and seismically induced settlement of dry sand and their relative effects on the project site, soil borings were sampled and evaluated in accordance with the CGS's Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117a (2008). Based on the presence of groundwater and density of soils within the project site, there is a potential for both liquefaction and seismically induced settlement of dry sand to occur (Earth Systems Pacific 2021). Further analysis indicated that the potentially liquefiable soils are present below 25 feet. Based on the analysis conducted, measures included in the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021) have been incorporated as mitigation to reduce the total and differential dynamic settlement potential from liquefaction and seismically induced settlement of dry sand to not exceed 2 inches and 1 inch, respectively. These measures include the design standards identified in Mitigation Measures GEO/mm-2.1 through GEO/mm-2.3, as well as design standards for utility trenches, retaining walls, and slabs-on-grade and exterior flatwork identified in Mitigation Measures GEO/mm-3.1, GEO/mm-3.2, and GEO/mm-3.3. With implementation of these design measures, potential impacts associated with seismic-related ground failure, including liquefaction, would be *less than significant with mitigation*.

GEO Impact 3	
Future development on-site could result in substantial adverse effects associated with liquefaction and seismically induced settlement.	
Mitigation Measures	
Implement Mitigation Measures GEO/mm-2.1 through GEO/mm-2.3.	
GEO/mm-3.1	<i>Prior to issuance of building permits, the following measures shall be incorporated into the project utility construction plans, to be verified by the City Building Division:</i> <i>Unless otherwise recommended, utility trenches adjacent to foundations shall not be excavated within the zone of foundation influence, as shown in the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021, Appendix H to the Draft EIR).</i> <i>Utilities that must pass beneath foundations shall be placed with properly compacted utility trench backfill and the foundation shall be designed to span the trench.</i> <i>A select, noncorrosive, granular, easily compacted material shall be used as bedding and shading immediately around utilities. Generally, the soil found at the site may be used for trench backfill above the select material.</i> <i>Utility trench backfill shall be moisture conditioned and compacted. The Engineering Design Standards (SBC, 2011) requires a minimum compaction of 95 percent of maximum dry density in trench backfill in existing or future public roadway areas. A minimum of 95 percent of maximum dry density shall also be obtained where trench backfill comprises the upper 1-foot of subgrade beneath HMA or PCC pavement, and in all AB. A minimum of 85 percent of maximum dry density will generally be sufficient where trench backfill is located in landscaped or other unimproved areas, where settlement of trench backfill would not be detrimental.</i> <i>Jetting of trench backfill shall generally not be allowed as a means of backfill densification. However, to aid in encasing utility conduits, particularly corrugated conduits and multiple closely spaced conduits in a single trench, jetting or flooding may be used. Jetting or flooding shall only be attempted with extreme caution, and any jetting or flooding operation shall be subject to review by the geotechnical engineer.</i> <i>The Corrosion Evaluation Report prepared by CERCO Analytical, Inc. and presented in the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021, Appendix H to the Draft EIR) shall be used by the architect/engineer in specifying appropriate corrosion protection measures for the utility improvements.</i>
GEO/mm-3.2	<i>Prior to issuance of grading permits, the following measures shall be incorporated into the project grading and construction plans, to be verified by the City Building Division:</i> <i>All retaining wall foundations shall be founded in soil compacted as recommended in Mitigation Measure GEO/mm-2.1. Conventional foundations for retaining walls shall have a minimum depth of 12 inches below lowest adjacent grade not including the keyway.</i> <i>If retaining walls will retain more than 6 feet of soil, seismic design shall be required by the geotechnical engineer.</i> <i>Retaining wall design shall be based on the following parameters:</i> <i>Active equivalent fluid pressure</i> <i>(native soil, imported sand or gravel backfill) 35 pcf</i> <i>At-rest equivalent fluid pressure</i> <i>(native soil, imported sand or gravel backfill) 55 pcf</i> <i>Passive equivalent fluid pressure (compacted fill) 375 pcf</i>

GEO Impact 3	
	<i>Maximum toe pressure (compacted fill).....2,000 psf</i> <i>Coefficient of sliding friction (compacted fill)..... 0.39</i> d. <i>No surcharges are taken into consideration in the above values. The maximum toe pressure is an allowable value to which a factor of safety has been applied. No factors of safety, load factors, and/or other factors have been applied to any of the remaining values.</i> e. <i>The above pressures are applicable to a horizontal retained surface behind the wall. Walls having a retained surface that slopes upward from the wall shall be designed for an additional equivalent fluid pressure of 1 pcf for the active case and 1.5 pcf for the at-rest case, for every 2 degrees of slope inclination.</i> f. <i>The active and at-rest values presented above are for drained conditions. Consequently, retaining walls shall be drained with rigid perforated pipe encased in a free draining gravel blanket. The pipe shall be placed perforations downward and shall discharge in a nonerosive manner away from foundations and other improvements. The gravel blanket shall have a width of approximately 1 foot and shall extend upward to approximately 1 foot from the top of the wall. The upper foot shall be backfilled with on-site soil except in areas where a slab or pavement will abut the top of the wall. In such cases, the gravel backfill shall extend up to the material that supports the slab or pavement.</i> g. <i>To reduce infiltration of the soil into the gravel, a permeable synthetic fabric conforming to the Standard Specifications (Caltrans, 2018) Section 96-1.02B – Class “C,” shall be placed between the two. Manufactured geocomposite wall drains conforming to the Standard Specifications (Caltrans, 2018) Section 96-1.02C are acceptable alternatives to the use of gravel provided that they are installed in accordance with the requirements of the manufacturer. Where drainage can be properly controlled, weep holes on maximum 4-foot centers may be used in lieu of perforated pipe. A filter fabric as described above shall be placed between the weep holes and the drain gravel.</i> h. <i>Retaining walls where moisture transmission through the wall would be undesirable shall be thoroughly waterproofed in accordance with the specifications of the architect/engineer.</i> i. <i>The architect/engineer shall bear in mind that retaining walls by their nature are flexible structures, and that surface treatments on walls often crack. Where walls are to be plastered or otherwise have a finish applied, the flexibility shall be considered in determining the suitability of the surfacing material, spacing of horizontal and vertical control joints, etc. The flexibility shall also be considered where a retaining wall will abut or be connected to a rigid structure, and where the geometry of the wall is such that its flexibility will vary along its length.</i>
GEO/mm-3.3	<i>Prior to issuance of grading permits, the following measures shall be incorporated into the project construction plans, to be verified by the City Building Division:</i> a. <i>Conventional interior light duty PCC slabs-on-grade and exterior flatwork shall have a minimum thickness of 4 full inches; however, the thickness of heavy-duty slabs and flatwork shall be specified by the architect/engineer. Conventional interior slabs-on-grade shall be doweled to footings and grade beams with dowels.</i> b. <i>Reinforcement size, placement, and dowels shall be as directed by the architect/engineer. Interior slabs-on-grade and light duty exterior flatwork shall be reinforced, at a minimum, with No. 3 rebar at 18 inches on-center each way. Heavy duty exterior flatwork shall have minimum rebar sizing and spacing that meets the criteria of American Concrete Institute (ACI) 318 (ACI, 2014). A modulus of subgrade reaction (K30) of 100 psi/inch may be used in the design of heavy duty slabs-on-grade founded on compacted native soil. The modulus of subgrade reaction (K30) may be increased to 150 psi/inch if the slab is underlain with a minimum of 6 inches of compacted Class 2 AB (Caltrans, 2018), and to 200 psi/inch if the slab is underlain with a minimum of 12 inches of compacted Class 2 AB.</i>

GEO Impact 3

- c. *Due to the current use of impermeable floor coverings, water-soluble flooring adhesives, and the speed at which buildings are now constructed, moisture vapor transmission through slabs is a much more common problem than in past years. Where moisture vapor transmitted from the underlying soil would be undesirable, the slabs shall be protected from subsurface moisture vapor. A number of options for vapor protection are discussed below; however, the means of vapor protection, including the type and thickness of the vapor retarder, if specified, are left to the discretion of the architect/engineer.*
- d. *Where specified, vapor retarders shall conform to ASTM E1745-17. This standard specifies properties for three performance classes, Class "A", "B" and "C". The appropriate class shall be selected based on the potential for damage to the vapor retarder during placement of slab reinforcement and concrete.*
- e. *Several recent studies, including those of ACI Document 302.1R-15 (ACI, 2015), have concluded that excess water above the vapor retarder increases the potential for moisture damage to floor coverings and could increase the potential for mold growth or other microbial contamination. The studies also concluded that it is preferable to eliminate the typical sand layer beneath the slab and place the slab concrete in direct contact with a Class "A" vapor retarder, particularly during wet weather construction. However, placing the concrete directly on the vapor retarder requires special attention to using the proper vapor retarder (see discussion below), a very low water-cement ratio in the concrete mix, and special finishing and curing techniques.*
- f. *The next most effective option would be the use of vapor-inhibiting admixtures in the slab concrete mix and/or application of a sealer to the surface of the slab. This would also require special concrete mixes and placement procedures, depending upon the requirements of the admixture or sealer manufacturer.*
- g. *Another option that may be a reasonable compromise between effectiveness and cost considerations is the use of a subslab vapor retarder protected by a sand layer, however this would increase the potential for moisture damage to floor coverings and for mold growth or other microbiological contamination. If a Class "A" vapor retarder (see discussion below) is specified, the retarder can be placed directly on the material at pad grade. The retarder shall be covered with a minimum 2 inches of clean sand. If a less durable vapor retarder is specified (Class "B" or "C"), a minimum of 4 inches of clean sand shall be provided on top of the material at pad grade, and the retarder shall be placed in the center of the clean sand layer. Clean sand is defined as well or poorly graded sand (ASTM D2487-17) of which less than 3 percent passes the No. 200 sieve. The site soils do not fulfill the criteria to be considered "clean" sand.*
- h. *Regardless of the underslab vapor retarder selected, proper installation of the retarder is critical for optimum performance. All seams must be properly lapped, and all seams and utility penetrations properly sealed in accordance with the vapor retarder manufacturer's requirements. Installation shall conform to ASTM E1643-18a.*
- i. *If sand is used between the vapor retarder and the slab, it shall be moistened only as necessary to promote concrete curing; saturation of the sand shall be avoided, as the excess moisture would be on top of the vapor retarder, potentially resulting in vapor transmission through the slab for months or years.*
- j. *In conventional construction, it is common to use 4 to 6 inches of sand beneath exterior flatwork. Another measure that can be taken to reduce the risk of movement of flatwork is to provide thickened edges or grade beams around the perimeters of the flatwork. The thickened edges or grade beams could be up to 12 inches deep, with the deeper edges or grade beams providing better protection. At a minimum, the thickened edge or grade beam shall be reinforced by two No. 4 rebar, one near the top and one near the bottom of the thickened edge or grade beam.*
- k. *Flatwork shall be constructed with frequent joints to allow articulation as flatwork moves in response to seasonal moisture and/or temperature variations causing minor expansion and contraction of the soil, or variable bearing conditions. The soil in the*

GEO Impact 3	
	<i>subgrade shall be moistened to at least optimum moisture content and no desiccation cracks shall be present prior to casting the flatwork.</i> <i>l. Where maintaining the elevation of the flatwork is desired, the flatwork shall be doweled to the perimeter foundation as specified by the architect/engineer. In other areas, the flatwork may be doweled to the foundation or the flatwork may be allowed to "float free," at the discretion of the architect/engineer. Flatwork that is intended to float free shall be separated from foundations by a felt joint or other means.</i> <i>m. To reduce shrinkage cracks in PCC, the PCC aggregates shall be of appropriate size and proportion, the water/cement ratio should be low, the PCC shall be properly placed and finished, contraction joints should be installed, and the PCC shall be properly cured. PCC materials, placement, and curing specifications shall be at the direction of the architect/engineer. The Guide for Concrete Floor and Slab Construction (ACI, 2015) is suggested as a resource for the architect/engineer in preparing such specifications.</i>
Residual Impacts	
<i>Potential impacts associated with seismic-related ground failure would be less than significant with mitigation.</i>	

Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

iv. Landslides?

The site is mostly flat, gently sloping downward from east to west along with manufactured embankments and fill slopes from adjacent residential development and UVP construction. No indications of slope instability or landsliding were observed in aerial photographs or site reconnaissance conducted by Earth Systems Pacific (Earth Systems Pacific 2021). Therefore, the project would not directly or indirectly cause potential substantial adverse effects involving landslides and potential impacts would be *less than significant*.

GEO Impact 4
The project would not cause potential substantial adverse effects involving landslides.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Potential impacts associated with landslides would be less than significant.</i>

Would the project result in substantial soil erosion or the loss of topsoil?

The site soils are considered to be highly erodible (Earth Systems Pacific 2021). Grading, vegetation removal, and other ground disturbing activities would result in the temporary disturbance of project soils, which would likely increase soil erosion. Based on the area of site disturbance exceeding 1 acre, the project would be required to implement a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the State Water Resources Control Board (SWRCB) General Construction Permit. The SWPPP would be required to include best management practices for erosion control during and following construction activities. In addition, Mitigation Measure GEO/mm-5.1 has been identified to stabilize

surface soils during and following grading and construction activities. With implementation of these measures and compliance with SWRCB requirements, potential impacts associated with soil erosion or loss of topsoil would be *less than significant with mitigation*.

GEO Impact 5	
The project could result in substantial soil erosion and the loss of topsoil.	
Mitigation Measures	
GEO/mm-5.1	<i>Prior to site preparation, the following measures shall be incorporated into project construction plans:</i> <i>Per Section 1804.4 (CBSC, 2019) unpaved ground surfaces shall be finish graded to direct surface runoff away from foundations and other improvements at a minimum 5 percent grade for a minimum distance of 10 feet. The site shall be similarly sloped to drain away from foundations, and other improvements during construction. Where this is not practicable due to other improvements, etc., swales with improved surfaces, area drains, or other drainage facilities, shall be used to collect and discharge runoff.</i> <i>The eaves of the buildings shall be fitted with roof gutters. Runoff from flatwork, roof gutters, downspouts, planter drains, area drains, etc., shall discharge in a nonerosive manner away from foundations and other improvements in accordance with the requirements of the governing agencies. Erosion protection shall be placed at all discharge points unless the discharge is to a pavement surface.</i> <i>To reduce the potential for planter drainage gaining access to subslab areas, any raised planter boxes adjacent to foundations shall be installed with drains and sealed sides and bottoms. Drains shall also be provided for areas adjacent to the structure and in landscape areas that would not otherwise freely drain.</i> <i>The on-site soils are highly erodible. If soils are disturbed during construction, stabilization of soils by vegetation or other means, during and following construction, is essential to reduce erosion damage. Care shall be taken to establish and maintain vegetation. The landscaping shall be planned and installed to maintain the surface drainage recommended above. Surface drainage shall also be maintained during construction.</i> <i>Maintenance of drainage and other improvements is critical to the long-term stability of the site and the integrity of the structures. Site improvements shall be maintained on a regular basis.</i> <i>Finished flatwork and pavement surfaces shall be sloped to freely drain toward appropriate drainage facilities. Water shall not be allowed to stand or pond on or adjacent to exterior pedestrian flatwork, vehicle pavement, or other improvements as it could infiltrate into the AB and/or subgrade, causing premature deterioration of pavement, flatwork, or other improvements. Any cracks that develop in the pavement shall be promptly sealed.</i> <i>All exterior drains and drain outlets shall be maintained to be free-flowing. Care shall be taken to establish and maintain vegetation. Vegetation and erosion matting (if utilized) shall be maintained or augmented as needed. Irrigation systems shall be maintained so that soils around structures are maintained at a relatively uniform year-round moisture content, and are neither over-watered nor allowed to dry and desiccate.</i> <i>The owner or site maintenance personnel shall periodically observe the areas within and around the site for indications of rodent activity and soil instability. The owner or site maintenance personnel shall also implement an aggressive program for controlling the rodent activity in the general area.</i>
Residual Impacts	
<i>Potential impacts associated with soil erosion and loss of topsoil would be less than significant with mitigation.</i>	

Would the project 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?

According to the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021), based on the type of soils and conditions present, the project site is located in an area at risk for liquefaction, settlement, hydroconsolidation, and seismically induced settlement.

Future development would be required to construct foundations and other surface improvements on relatively uniform material, which may be accomplished by overexcavation, scarification, moisture conditioning, and compaction of upper soils (Earth Systems Pacific 2021). Mitigation Measures GEO/mm-2.1 and GEO/mm-2.2 include measures to require future site preparation and grading to incorporate the findings of the Geotechnical Engineering Report. In addition, Mitigation Measures GEO/mm-3.1, GEO/mm-3.2, and GEO/mm-3.3 have been identified to ensure installation and construction of utility infrastructure, retaining walls, and exterior flatwork are designed to protect against settlement and hydroconsolidation. Implementation of these measures would minimize the potential for settlement and hydroconsolidation.

Mitigation Measure GEO/mm-6.1 has been identified to require the developer to retain a qualified Geotechnical Engineer to provide consultation during the design phase, to aid in future project design consistent with the Geotechnical Engineering Report, to review final plans once they are available, to interpret this report during construction, and to provide construction monitoring in the form of testing and observation. In addition, future buildout of the project would be required to comply with all applicable CBC standards, including Section 1613 of the CBC to reduce or avoid risk associated with development on potentially unstable soils, including liquefaction. The project would also be required to implement Mitigation Measure GEO/mm-2.3, which requires measures for building foundations to be implemented into future project design criteria to reduce the risk of collapse or other damage due to seismic groundshaking, liquefaction, or settlement.

Therefore, with required adherence to the CBC and implementation of Mitigation Measures GEO/mm-2.1, GEO/mm-2.2, GEO/mm-2.3, GEO/mm-3.1, GEO/mm-3.2, GEO/mm-3.3, and GEO/mm-6.1, future development on the project site would not result in potentially significant impacts associated with location 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. Therefore, impacts would be *less than significant with mitigation*.

GEO Impact 6	
The project could result in substantial adverse effects associated with liquefaction, settlement, hydroconsolidation, and seismically induced settlement.	
Mitigation Measures	
Implement Mitigation Measures GEO/mm-2.1, GEO/mm-2.2, GEO/mm-2.3, GEO/mm-3.1, GEO/mm-3.2, and GEO/mm-3.3.	
GEO/mm-6.1	<i>Prior to site preparation, the following measures shall be implemented:</i> a. <i>A Geotechnical Engineer shall be retained to provide consultation during the design phase, to aid in the implementation of the findings of the Geotechnical Engineering Report in future project design, to review final plans once they are available, to interpret this report during construction, and to provide construction monitoring in the form of testing and observation.</i>

GEO Impact 6
b. At minimum, the Geotechnical Engineer shall be retained to provide: 1. Review of final grading, utility, and foundation plans; 2. Professional observation during grading, foundation excavations, and trench backfill; 3. Oversight of compaction testing during grading; and, 4. Oversight of special inspection during grading. c. Special inspection of grading shall be provided as per Section 1705.6 and California Building Code Table 1705.6. The special inspector shall be under the direction of the Geotechnical Engineer. Special inspection of the following items shall be provided by the special inspector: 1. Stripping and clearing of vegetation; 2. Overexcavation to the recommended depths; 3. Scarification, moisture conditioning, and compaction of the soil; 4. Fill quality, placement, and compaction; 5. Utility trench backfill; 6. Retaining wall drains and backfill; 7. Foundation excavations; and 8. Subgrade and AB compaction and proof rolling. d. A program of quality control shall be developed prior to beginning grading. The contractor or project manager shall determine any additional inspection items required by the architect/engineer or the governing jurisdiction. e. Locations and frequency of compaction tests shall be as per the direction of the Geotechnical Engineer at the time of construction. The recommended test location and frequency may be subject to modification by the Geotechnical Engineer, based upon soil and moisture conditions encountered, size and type of equipment used by the contractor, the general trend of the results of compaction tests, or other factors. f. The Geotechnical Engineer shall be notified at least 48 hours prior to beginning construction operations.
Residual Impacts
Potential impacts associated with ground failure would be less than significant with mitigation.

Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

The project site is underlain by Betteravia loamy sand, 0 to 2 percent slopes, Marina sand, 0 to 2 percent slopes, and Oceano sand, 2 to 15 percent slopes, severely eroded (NRCS 2022). A high potential for expansion indicates a hazard to maintenance of structures built in, on, or with material having this rating. Moderate and low ratings lessen the hazard accordingly. Non-expansive material is defined as being a coarse-grained soil and having an expansion index of 10 or less. Based on the findings of the Geotechnical Engineering Report prepared for the project, surface soils on the project site were found to be non-expansive and no special design measures with respect to expansive soils were considered necessary (Earth Systems Pacific 2021). Therefore, the project would not be located on expansive soil and would not create substantial direct or indirect risks to life or property associated with expansive soils. Potential impacts would be *less than significant*.

GEO Impact 7
The project would not result in substantial risks to life or property associated with expansive soils.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Impacts related to expansive soils would be less than significant.</i>

Would the project 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?

The wastewater collected from the project would be conveyed to existing and proposed infrastructure within the existing public roads and then to the Laguna County Sanitation District plant located on the west side of Black Road at the Dutard Road intersection. The project does not include construction or installation of new wastewater disposal systems onsite; therefore, *no impacts* would occur.

GEO Impact 8
The project would not result in impacts associated with soil capability of supporting the use of wastewater disposal systems.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>No impacts associated with soil suitability for wastewater disposal systems would occur.</i>

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No known paleontological sites would be directly impacted within the project site. As documented in Section 4.7.1.3, the geologic deposits underlying the project site are Pleistocene-aged sand dune deposits (Qeo) and late Pleistocene-aged younger terrace deposits (Qto2) (SVP 2010; Sweetkind et al. 2021), with low paleontological potential and high potential, respectively. In addition, it is possible that Qto2 will underlie Qeo at some unknown depth and could be impacted even where not mapped at the surface. Based on the paleontological resource assessment of the geological units expected to be impacted, ground-disturbing activities within the project site could uncover paleontological resources in previously undisturbed geologic deposits; if improperly handled such resources could be damaged or destroyed. However, with mitigation the overall paleontological resource impact can be avoided and/or minimized to less than significant levels; therefore, impacts would be *less than significant with mitigation*.

GEO Impact 9	
Ground-disturbing activities could damage paleontological resources that may be present below the surface.	
Mitigation Measures	
GEO/mm-9.1	<i>Once detailed design plans accompanying the Planned Development Permits application are available, a qualified paleontologist, meeting the standards of the Society of Vertebrate Paleontology (2010) shall prepare a Paleontological Resources Monitoring and Mitigation Plan and a Worker's Environmental Awareness Program to train the construction crew, both to be implemented during development. During preparation of the Paleontological Resources Monitoring and Mitigation Plan, the qualified paleontologist will determine the timing and extent of monitoring necessary after considering amount and depth of grading and the areas proposed for development.</i> <i>After construction is completed, the qualified professional paleontologist would prepare a report that summarizes the results of the construction monitoring. If a paleontological resource is discovered during construction of the project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist in accordance with Society of Vertebrate Paleontology standards and protection and/or data recovery measures appropriate to the find are identified by the paleontologist and implemented. The developer shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement.</i>
Residual Impacts	
<i>Potential impacts associated with paleontological resources would be less than significant with mitigation.</i>	

4.6.6 Cumulative Impacts

Cumulative impacts related to geology and soils would result if project-related impacts, when combined with other projects identified in Section 3, Environmental Setting, would cumulatively increase the potential for geologic hazards, such as ground shaking, or increased soil impacts, such as erosion, or cumulatively increase the risk of impacts to paleontological resources. Any structure built in the seismically active region of the Central Coast is naturally at risk to damage during major seismic events, though requirements in the CBC are intended to protect life, ensure safety, and prevent building collapse. Development projects within the project region would also be required to comply with requirements for preparation of a SWPPP, when required by SWRCB General Construction Permit.

All future development within the project site would be subject to the CBC, which requires buildings, building foundations, and any other associated structures to be constructed to withstand earthquake loads, including liquefaction. Future buildout of the project would also be required to comply with the building and design measures included in the Geotechnical Engineering Report and associated reports prepared by Earth Systems Pacific for the project, as detailed in Mitigation Measures GEO/mm-2.1, GEO/mm-2.2, GEO/mm-2.3, GEO/mm-3.1, GEO/mm-3.2, GEO/mm-3.3, GEO/mm-5.1, and GEO/mm-6.1. The potential for impacts to paleontological resources would be avoided through implementation of GEO/mm-9.1.

Compliance with existing regulations and implementation of mitigation measures identified above would ensure the project's potential impacts would not be cumulatively considerable when considered in combination with other similar projects. Therefore, cumulative impacts related to geology and soils would be *less than significant with mitigation*.

GEO Impact 10
The project would have the potential to result in cumulatively considerable impacts associated with geology and soils.
<i>Mitigation Measures</i>
<i>Implement Mitigation Measures GEO/mm-2.1, GEO/mm-2.2, GEO/mm-2.3, GEO/mm-3.1, GEO/mm-3.2, GEO/mm-3.3, GEO/mm-5.1, GEO/mm-6.1, and GEO/mm-9.1.</i>
<i>Residual Impacts</i>
<i>Potential cumulative impacts associated with soils and geology would be less than significant with mitigation.</i>

4.7 HAZARDS AND HAZARDOUS MATERIALS

This section discusses the project's potential impacts relating to hazards and hazardous materials. This analysis consists of a description of existing conditions of the project site and surrounding area, a summary of the regulatory framework, and an evaluation of potential impacts associated with hazards and hazardous materials. The evaluation of this section is based, in part, on the Phase I Environmental Site Assessment (ESA) prepared by Sierra Delta Consultants LLC (SDC; Appendix I).

4.7.1 Existing Conditions

The project site consists of undeveloped land that is predominantly flat, with some gentle sloping downward from east to west. The project site is bordered on the west by SR 135, residential development, the recently approved Santa Maria Airport Business Park Specific Plan Amendment project, the Santa Maria Public Airport, and active agricultural lands generally located farther west of SR 135. Surrounding land uses to the north generally include residential uses with limited commercial uses along Orcutt Road. Residential uses, commercial services, offices, and school uses within the unincorporated community of Orcutt are located to the south of the project site. The Gloria Dei Lutheran Church is adjacent to the southwest corner of the site (4380 Orcutt Road). A mix of undeveloped lands and residential uses are located to the east and residential uses border the southeastern portion of the project site.

There are no existing school facilities within a 0.25-mile radius of the project site. The nearest schools are Ernest Righetti High School (941 East Foster Road), located approximately 0.50 mile northeast of the project site, and Patterson Road Elementary School (400 Patterson Road), located approximately 0.52 mile south of the project site. These schools and other existing school facilities within 1 mile of the project site are listed in Table 4.7-1 below. According to the cumulative development scenario list detailed in Chapter 3, Environmental Setting, no proposed school facilities are located within 1 mile of the project site.

Table 4.7-1. Existing School Facilities in Proximity to the Richards Ranch Project Site

School	Address	Distance from Project Site
Ernest Righetti High School	941 East Foster Road	0.50 mile northeast
Patterson Road Elementary School	400 Patterson Road	0.52 mile south
Delta High School	4893 Bethany Lane	0.62 mile south
Lakeview Junior High School	3700 Orcutt Road	0.65 mile north
Alice Shaw Elementary School	759 Dahlia Place	0.65 mile north
Saint Joseph High School	4120 South Bradley Road	0.75 mile east
Orcutt Academy Charter High School	610 Pinal Avenue	0.96 mile southwest
Orcutt Junior High School	608 Pinal Avenue	0.97 mile southwest

The project site is located in proximity to several active agricultural operations, including, but not limited to, row crop cultivation located approximately 1,000 feet northwest of the project site. In addition, row crop cultivation has historically occurred on the approximately 28-acre property located at the northwestern corner of Union Valley Parkway (UVP) and SR 135, approximately 340 feet northwest of the project site. Based on a review of historical aerial imagery dating back to 1956, the project site has been primarily undeveloped. No indication or record of historical agricultural uses onsite have been identified (SDC 2021).

SDC conducted a comprehensive background review of the project site, including a review of aerial imagery of the site (as noted above), applicable hazardous materials databases, regulatory agency files, and title records for the project site provided by the Applicant. Background review of the project site and immediately adjacent areas did not reveal any current or historical hazardous materials sites of concern. SDC conducted a field survey of the entire 44-acre property on June 16, 2021. During the field survey, no evidence of hazardous materials, hazardous materials storage, refuse disposal, illegal dumping, or other areas of concern were identified. Therefore, it was determined that the risk for current or threatened releases at the site is negligible (SDC 2021).

4.7.1.1 Recorded Hazardous Materials Sites

The California Department of Toxic Substance Control (DTSC) EnviroStor database is a data management system that tracks cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination (DTSC 2022b). The Regional Water Quality Control Board (RWQCB) GeoTracker database is a data management system that identifies hazardous materials sites that impact, or have the potential to impact, groundwater quality in the state (RWQCB 2022). Based on a query of the DTSC EnviroStor and the RWQCB GeoTracker databases, there are no active hazardous materials sites located within the project site or within a 1,000-foot radius of the project site (DTSC 2022b; RWQCB 2022). In addition, the Phase I ESA did not identify any areas of concern related to historical hazardous materials sites within the project site (SDC 2021).

4.7.1.2 Pesticides and Fertilizers

While the project site's immediately surrounding land uses are developed and urban in nature, the surrounding region includes active agricultural uses. Proximate active agricultural lands within the vicinity of the project site likely use pesticides and/or fertilizers during typical operations. Pesticides can be toxic and may be potentially hazardous to human, animal, and environmental health.

Fertilizers are chemical substances which are added to the soil to make it more fertile in order to produce more fruit and vegetable products from the plants. Typically, fertilizers include a composition of nitrogen, phosphorus, and potassium. Overuse of fertilizers may result in several potential hazards to human and environmental health, including infiltrating groundwater, degrading aquatic ecosystems, and causing chronic illness. The excessive use of common fertilizers may result in birth defects, respiratory problems, cardiac disease, and several types of cancers (Kerkar 2019).

4.7.1.3 Accident-prone Areas of the City

In general, hazardous incidents differ from other emergency situations because they are unpredictable in nature and there is potential for long-term effects. Although incidents may occur anywhere at any time, according to the City of Santa Maria's (City's) *General Plan Safety Element*, there are several areas of the region that are more likely to be the site of an accident involving hazardous materials. These include U.S. Highway 101 (U.S. 101), which is 1.3 miles east of the project site (City of Santa Maria 1995), industrial uses in and around the Santa Maria Public Airport and Betteravia Road, which is 2.75 miles north of the project site and is the main link from U.S. 101 to the western portion of the city, the Casmalia hazardous waste facility, and agricultural production activities.

4.7.1.4 Oil and Gas Operations

The Santa Maria Valley currently and historically supports oil and gas operations and there are numerous oil and gas wells and pipelines located throughout the region. Areas within the community of Orcutt with the highest oil activity are the Solomon Hills and the area east of U.S. 101. There are major petroleum-

related oil and gas pipelines that run through Bradley Road and California Boulevard. Within the community of Orcutt, some idle pipelines have the potential to carry toxic hydrogen sulfide gas (H₂S). Some abandoned wells throughout the community have not been accurately mapped and/or properly abandoned and some known wells are not accurately mapped. According to the County of Santa Barbara *Orcutt Community Plan*, the project site has not been identified as a site with existing or historical oil activities (County of Santa Barbara 2020).

The California Department of Conservation (CDOC) Geologic Energy Management Division (CalGEM) Well Finder database is a mapping application that provides information regarding the location of oil and gas wells and related facilities throughout the state. Based on a query of the CalGEM Well Finder database, the project site is located in the Santa Maria Valley Oil and Gas Field. There are no recorded oil or gas wells located within the project site; however, there are three cancelled oil and gas wells and one idle oil and gas well located approximately 200 feet east of the project site, and three idle oil and gas wells located approximately 0.2 mile east of the project site (CalGEM 2019). Cancelled wells are defined as wells with cancelled permits prior to drilling and idle wells are defined as pipelines that are not currently producing but have the potential to be reactivated (CalGEM 2019). The Phase I ESA did not identify any areas of concern related to oil and gas operations at the project site (SDC 2021).

4.7.1.5 Naturally Occurring Asbestos and Asbestos-Containing Materials

Asbestos is a term used to describe several types of naturally occurring fibrous minerals found throughout the state of California. Naturally occurring asbestos (NOA) is most commonly found in ultramafic rock, including serpentine, near fault zones. NOA is released from ultramafic and serpentine rock when it is broken or crushed. If present, NOA can be released when cars drive over unpaved roads or driveways, which are surfaced with these rocks, when land is graded for building purposes, or at quarrying operations. NOA may also be released naturally through weathering and erosion. Once released from the rock, asbestos can become airborne and may stay in the air for long periods and lead to health risks, including lung disease and cancer (California Air Resources Board [CARB] no date [n.d.]). According to the California Geological Survey (CGS), the project site is not located in an area with reported ultramafic rock outcroppings and would not be in an area with the potential for NOA to occur (CGS 2011).

In addition to NOA, asbestos may also occur in asbestos-containing material (ACM). The most common sources of ACM are heat-resistant insulators, cement, furnace or pipe coverings, inert filler material, fireproof gloves and clothing, and brake linings. Many older buildings, schools, and homes still have asbestos-containing products, including a variety of building construction materials used for insulation and as a fire retardant. Asbestos has been historically used in the United States since the early 1900s but is no longer allowed in most home products and materials (CARB n.d.). The project site is currently undeveloped and does not contain any buildings or structures that may contain ACM.

4.7.1.6 Aerially Deposited Lead

In the 1920s, refiners began adding lead compounds to gasoline to boost octane levels and improve engine performance. Due to the addition of lead compounds in gasoline, automobile emissions resulted in aerially deposited lead (ADL) being deposited in and along roadways throughout the state. Although the use of lead in gasoline has since been prohibited, ADL-contaminated soils still exist along roadsides and medians and may also be found under existing road surfaces. The highest lead concentrations are usually found within 10 feet of the edge of the pavement and within the top 6 inches of the soil of principal arterial roadways, freeways, highways, and expressways. In some cases, lead is as deep as 2 to 3 feet below the surface and can extend 20 feet or more from the edge of pavement (DTSC 2016). Based on a review of aerial imagery, the western edge of the 43.75-acre project site is located approximately 80 feet

from the edge of SR 135 pavement. However, the development of the project would require several infrastructure improvements below existing roadways, including water and sewer mains.

4.7.1.7 Evacuation Routes

The City of Santa Maria Public Works Department Streets and Facilities Division responds to city emergencies, including evacuation routing. In addition, the City Police Department coordinates with the Streets and Facilities Division on implementing evacuation procedures and traffic control (City of Santa Maria 2017). Evacuation routes are determined on a case-by-case basis based on the nature and location of the hazard.

4.7.1.8 Santa Maria Public Airport Influence Area

The closest edge of the project site is located approximately 5,045 feet (0.96 mile) from the end of the runway of the Santa Maria Public Airport. The site is entirely within the Airport Influence Area (AIA) of the Airport. In 1993, the Santa Barbara County Association of Governments (SBCAG) adopted the *Santa Barbara County Airport Land Use Plan* (1993 ALUP) to complement and enhance the local planning process of agencies responsible for the land use in areas surrounding the Santa Barbara Municipal Airport and Santa Maria Public Airport. Since the adoption of the 1993 ALUP, a Draft Santa Maria Airport Land Use Compatibility Plan was prepared in August 2019 and updated in 2022 (2022 Draft ALUCP) and is anticipated to be adopted by SBCAG in November 2022. Draft ALUCPs have been prepared for each of the public airports within Santa Barbara County. When adopted, the ALUCP for each airport would replace the 1993 ALUP adopted by SBCAG.

1993 ALUP

Most of the project site, including the northern and eastern portions of the site, is located within Safety Area 2 of the 1993 ALUP (SBCAG 2008; see Figure 4.7-1). Safety Area 2 identifies areas in which uses that do not result in a concentration of people or particular safety hazard are generally allowed. Height restrictions in Safety Area 2 are generally more restrictive than in other safety areas and are strictly enforced. As a general rule, buildings within this zone are not permitted to extend beyond 150 feet above the established airport elevation. The City Zoning Ordinance applies more strict height standards for all zoning designations within the city as compared to the 1993 ALUP.

2022 DRAFT ALUCP

Based on the 2022 Draft ALUCP, the northeastern corner of the project site is located within the 60- to 65-decibel (dB) noise contour for the Santa Maria Public Airport (Figure 4.7-2). The 2022 ALUCP provides compatibility guidance for uses within the community noise equivalent level (CNEL) contours. Residential uses are identified as potentially compatible in areas within the 60- to 65-dB CNEL noise contour, provided that they are not located within 1 mile of an aircraft runway. In addition, residential building structures within the 60- to 65-dB CNEL noise contour must be capable of attenuating exterior noise to 45 dB indoor CNEL, which usually can be met through standard construction methods. Office buildings, retail sales, and mini/other storage uses are identified as compatible uses within the 60- to 65-dB CNEL noise contour (SBCAG 2022).

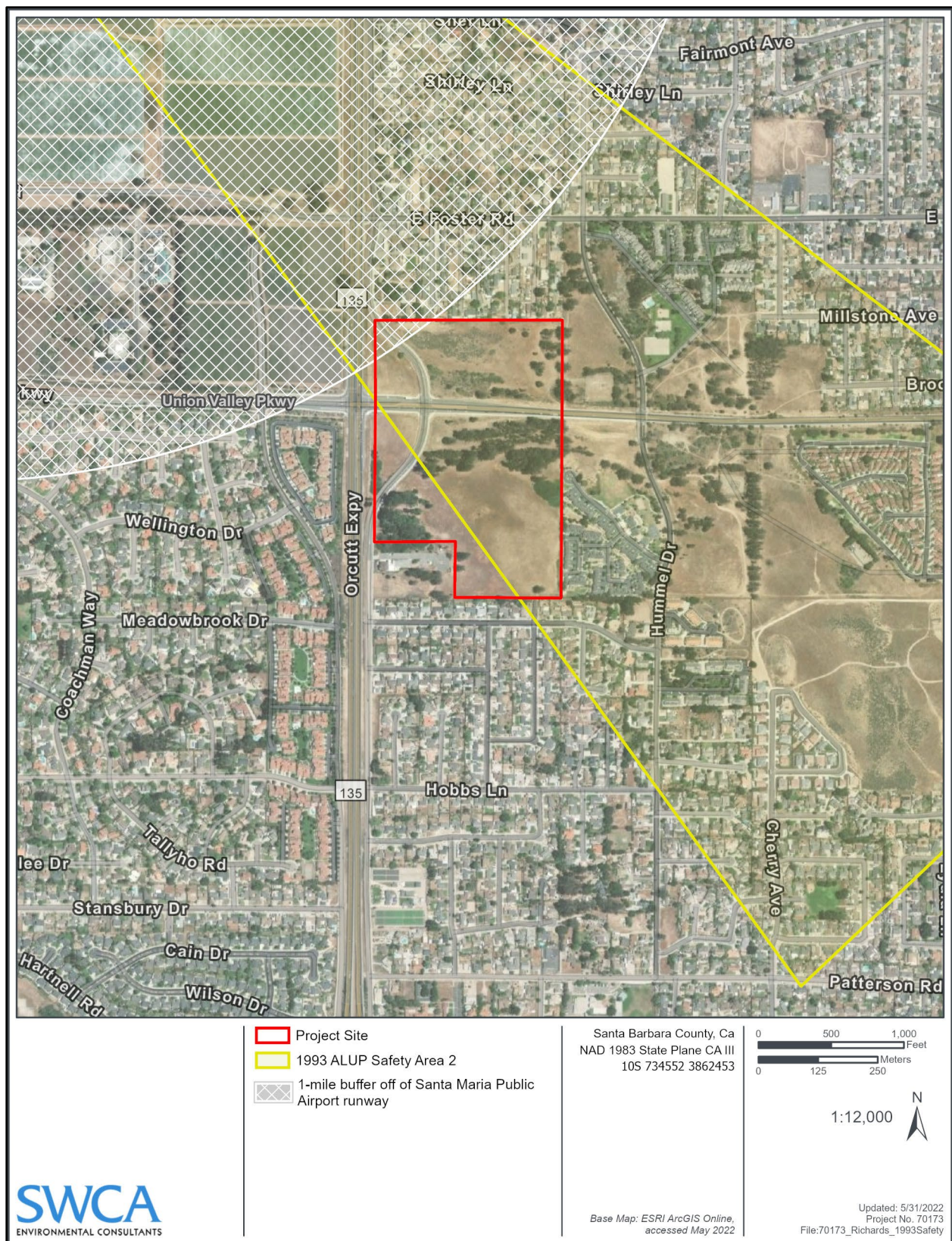


Figure 4.7-1. 1993 ALUP Safety Area 2 for the Santa Maria Public Airport.

Portions of the northeast corner of the project site are located within the 2022 Draft ALUCP Safety Zone 2 and Safety Zone 4; the majority of the project site is located within Safety Zone 6 (see Figure 4.7-2). To minimize risks to people and property on the ground and to people onboard aircraft, the 2022 Draft ALUCP establishes safety compatibility criteria to set limits on the density of residential development, the intensity of nonresidential development, the development or expansion of certain uses that represent special safety concerns, and the extent to which development covers the project site. These safety compatibility criteria would guide the types and density of land use development that could be established within the respective safety zones overlaying the project site.

4.7.2 Regulatory Setting

4.7.2.1 Federal

RESOURCE CONSERVATION AND RECOVERY ACT OF 1976

The Resource Conservation and Recovery Act (RCRA) of 1976 establishes the framework for a national system of solid waste control. RCRA is a program administered by the U.S. Environmental Protection Agency (USEPA) for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the “cradle to grave” system of regulating hazardous wastes. Among other things, the use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Act (USEPA 2021a).

TOXIC SUBSTANCES CONTROL ACT OF 1976

The Toxic Substances Control Act (TSCA) of 1976 authorizes the USEPA to require reporting, recordkeeping, testing requirements, and restrictions related to chemical substances and/or mixtures. Food, drugs, cosmetics, and pesticides are generally excluded from TSCA. The USEPA focuses on six primary substances under TSCA: polychlorinated biphenyls (PCBs), asbestos, radon, lead, formaldehyde, and mercury. TSCA requirements most often affect the regulation of PCBs, asbestos, and lead in federal facilities. For example, under TSCA, asbestos regulations require that only properly trained and certified persons perform asbestos abatement activities in public or commercial buildings (USEPA 2021b).

COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY ACT

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) was enacted on December 11, 1980, and provides a federal “Superfund” to aid in the cleanup of uncontrolled or abandoned hazardous-waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. The “Superfund” was established by taxing the chemical and petroleum industries. Under CERCLA, the USEPA is given the power to seek out parties responsible for pollutant or contaminant release and ensure their cooperation in cleanup. CERCLA also established the revision of the National Contingency Plan, which provides guidelines and procedures necessary to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. In addition, the National Contingency Plan created the National Priorities List (NPL), which is the list of sites of national priority among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States (USEPA 2021c).

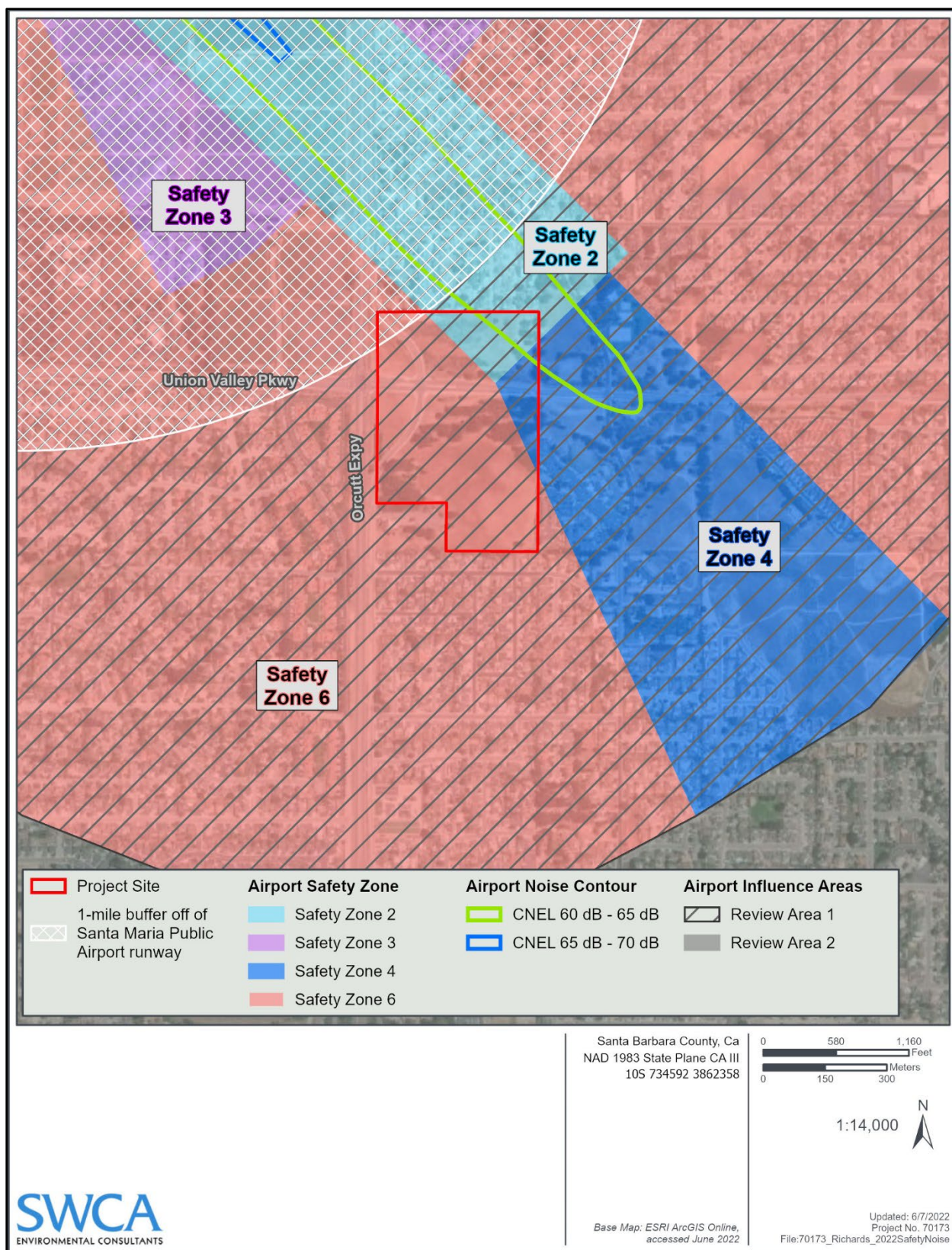


Figure 4.7-2. 2022 Draft ALUCP Safety Zones and noise contours.

HAZARDOUS MATERIAL TRANSPORTATION UNIFORM SAFETY ACT OF 1990

The Hazardous Material Transportation Uniform Safety Act was amended in 1990 to clarify conflicting state, local, and federal regulations. The amendment requires the Secretary of Transportation to issue regulations for the safe transport of hazardous material in domestic and foreign commerce. The Secretary also retains the authority to designate hazardous materials as hazardous when they pose an uncontrolled threat to health, safety, or property. The Act also includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

FEDERAL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION— PROCESS SAFETY MANAGEMENT STANDARD

The federal Occupational Safety and Health Administration (OSHA) issued the Process Safety Management of Highly Hazardous Chemicals standard (29 Code of Federal Regulations [CFR] 1910.119 and 1926.64) to identify requirements for the management of hazards during the use of hazardous chemicals for general industry and construction activities. This standard includes requirements for preventing or minimizing the consequences of catastrophic releases of toxic, reactive, flammable, or explosive chemicals. Requirements of this standard include providing employees with information about hazardous chemicals, training employees on the operation of equipment that use hazardous materials, and employer requirements to perform a process hazard analysis.

ASBESTOS HAZARD EMERGENCY RESPONSE ACT OF 1986

The Asbestos Hazard Emergency Response Act (AHERA) of 1986 requires the USEPA to evaluate the extent of danger to human health posed by asbestos in public and commercial buildings and the means to respond to any identified danger. AHERA establishes regulations for inspections, abatement activity, appropriate response actions, implementation of response actions, operations and maintenance programs, periodic surveillance of asbestos, transport and disposal, and management plans required for schools. AHERA also creates accreditation programs for inspectors, management plan developers, and abatement contractors.

CLEAN AIR ACT

Regulations under the Clean Air Act are designed to prevent accidental releases of hazardous materials. The regulations require facilities that store minimum quantities (called threshold quantities) or greater of listed regulated substances to develop a risk management plan including hazard assessments and response programs to prevent and respond to accidental releases of listed chemicals.

4.7.2.2 State

CORTESE LIST

The Cortese List, which is a hazardous waste and substances site list, is a planning document used by the State, local agencies, and developers to comply with the requirements of the California Environmental Quality Act (CEQA), which requires the disclosure of hazardous materials sites. Government Code Section 65962.5 requires the California Environmental Protection Agency (Cal EPA) to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the state. Cal EPA may seek assistance from the DTSC, the California Department of Health Services, the State Water Resources Control Board (SWRCB), or California Department of Resources Recycling and Recovery (CalRecycle) when compiling the list (DTSC 2022a). Before lead agencies accept applications

for any development project as complete, the applicant must consult these lists to determine if the subject site is included on the Cortese List.

HAZARDOUS WASTE CONTROL LAW

California Health and Safety Code (HSC) Division 20, Chapter 6.5 codifies the Hazardous Waste Control law, which states that generators of hazardous waste must employ technology and management practices for the safe handling, treatment, recycling, and destruction of their hazardous wastes prior to disposal. The law also creates the Hazardous Waste Management Council, which is responsible for making recommendations for a system that ensures financial liability for persons injured or otherwise affected by hazardous wastes that are treated or disposed of within their community. It is the overall intent of this law to grant those powers necessary to secure and maintain interim and final authorization for the state hazardous waste program in accordance with the requirements of Section 3006 of Public Law 94-580, RCRA (42 United States Code [USC] 6926), and to implement such program in lieu of the federal program.

ENVIRONMENTAL HEALTH STANDARDS FOR THE MANAGEMENT OF HAZARDOUS WASTE

Title 22, Division 4.5 of the California Code of Regulations (CCR) codifies regulations in place for the management of hazardous waste, implemented by and affecting the DTSC. The DTSC is a department of the Cal EPA, which is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of RCRA and the California HSC.

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the CCR as follows:

A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed. (22 CCR Section 66261.10)

Title 22 of the CCR identifies several regulations pertaining to the management of hazardous materials, and the following may be applicable to construction and/or operation of the project:

- 22 CCR 66261.20 classifies hazardous waste as a substance that is ignitable, corrosive, reactive, or toxic.
- 22 CCR 66262.11 provides a method of determination for hazardous materials to ensure generators properly handle, store, transport, and/or dispose of hazardous materials accordingly.
- 22 CCR 66262.30–66262.35 requires proper packaging, labeling, marking, placarding, and accumulation timing of hazardous materials that are to be transported.
- 22 CCR 66262.70 states that waste pesticide, including pesticide containers or inner liners from pesticide containers, that meets the definition of hazardous waste, generated as part of a commercial farming operation, is not required to be managed in compliance with the standards in this chapter.

- 22 CCR 66263.30-66262.32 requires that in the event of a discharge of hazardous waste during transportation, the transporter shall take immediate action to protect human and environmental health, shall clean up spilled hazardous waste discharge, and properly report the incident.
- 22 CCR 66268 identifies land disposal restrictions for hazardous wastes, treatment standards for wastes, prohibitions on storage and land disposals, and potential incineration requirements.

CERTIFIED UNIFIED PROGRAM AGENCY

The Certified Unified Program Agency (CUPA) is overseen by the Cal EPA and is a program that protects California residents from hazardous waste and hazardous materials by ensuring local regulatory agencies consistently apply statewide standards when they issue permits, conduct inspections, and engage in enforcement activities. The CUPA consists of the following programs:

- **California Accidental Release Prevention Program (CalARP):** HSC Division 20, Chapter 6.95, Article 2 identifies requirements of the California Accidental Release Prevention Program (CalARP), which is implemented by the California Governor's Office of Emergency Services. The purpose of CalARP is to prevent accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right-to-know laws. These objectives are accomplished by requiring businesses that produce, handle, process, distribute, or store certain chemicals over a threshold quantity to develop a Risk Management Program, prepare a Risk Management Plan, and submit the Risk Management Plan to the local CUPA.
- **Hazardous Material Release Response Plans and Inventory Law:** HSC Division 20, Chapter 6.95, Article 1 identifies requirements of the Hazardous Material Release Response Plans and Inventory law. This law requires businesses to develop a Release Response Plan for hazardous materials emergencies if they handle more than 500 pounds, 55 gallons, or 200 cubic feet of hazardous materials. In addition, the business must prepare a Hazardous Materials Inventory of all hazardous materials stored or handled at the facility. Handling and storage of hazardous materials must be conducted in a manner that promotes worker and environmental safety. Both the Release Response Plan and the Hazardous Materials Inventory must be supplied to the CUPA for the program. For the proposed project, the CUPA consists of the County of San Luis Obispo Environmental Health Services Division.
- **Aboveground Petroleum Storage Tank Program:** HSC Division 20, Chapter 6.67 identifies the requirements for the Aboveground Petroleum Storage Tank Program, which is implemented by California Office of the State Fire Marshal. Under this program, tank facilities with 10,000 gallons or more of total aboveground petroleum storage capacity are inspected at least once every 3 years and have reporting and fee requirements, whereas tank facilities with an aboveground petroleum storage capacity of less than 10,000 gallons have reporting and fee requirements.
- **Underground Storage Tank Program:** HSC Division 20, Chapter 6.7 identifies the requirements for the Underground Storage Tank Program, which is implemented by the SWRCB. The purpose of this program is to protect the public health and safety, and the environment from releases of petroleum and other hazardous substances from underground storage tanks through leak prevention, cleanup, enforcement, and tank tester licensing.

CALIFORNIA DIVISION OF OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION

Under California Division of Occupational Safety and Health Administration (Cal/OSHA) Title 8, subchapter 2, employers must disclose potential workplace hazards and develop site-specific health and safety plans for workers and the workplace. In addition, workers that may potentially be exposed to hazardous materials in their workplace must be notified of exposure so that they are aware of workplace hazards.

4.7.2.3 Local

SANTA BARBARA COUNTY ENVIRONMENTAL HEALTH SERVICES

Santa Barbara County Environmental Health Services is the local agency that enforces the CUPA for the project area. The CUPA identifies facilities that may have to prepare a Hazardous Materials Business Plan, a federal Risk Management Plan, a CalARP plan, or any combination of these plans. Additionally, the CUPA agency may provide oversight for the remediation of contaminated sites.

SANTA BARBARA COUNTY AIR POLLUTION CONTROL DISTRICT

The Santa Barbara County Air Pollution Control District (SBCAPCD) is the agency primarily responsible for ensuring that federal and state ambient air quality standards are not exceeded and that air quality conditions within the region are maintained. Responsibilities of the SBCAPCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the federal Clean Air Act and the California Clean Air Act.

The SBCAPCD also enforces federal laws that control work practices during the demolition and renovation of institutional, commercial, or industrial structures, excluding private residences and apartment buildings having no more than four dwelling units, to control emissions of asbestos to the atmosphere.

COUNTY OF SANTA BARBARA MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN

The County of Santa Barbara *Multi-Jurisdictional Hazard Mitigation Plan* (MJHMP) was prepared with input and coordination from each incorporated city (including the City of Santa Maria), the County of Santa Barbara, citizen participation, responsible officials, and support from the State of California Governor's Office of Emergency Services (County of Santa Barbara 2017). The MJHMP includes goals and objectives related to long-term hazard reduction and/or enhancement of emergency capabilities for agencies included in the plan. The county-wide mitigation advisory committee has identified the following goals and objectives for the City of Santa Maria:

Goal 1. Promote disaster-resistant future development

Objective 1.B: Facilitate the adoption of building codes and development regulations that protect existing assets and require disaster-resistant design for new development in hazard areas.

Objective 1.C: Facilitate consistent enforcement of the zoning ordinances and building and fire codes.

Goal 2. Build and support capacity and commitment for existing assets, including people, critical facilities/infrastructure, and public facilities, to become less vulnerable.

Objective 2.C: Decrease the vulnerability of public infrastructure including facilities, roadways, and utilities.

Goal 3. Enhance hazard mitigation coordination and communication.

Objective 3.A: Educate the public to increase awareness of hazards, potential impact, and opportunities for mitigation actions.

It should also be noted that the County of Santa Barbara updates the MJHMP every 5 years and is currently in the process of updating the MJHMP, with the intention of adopting the new plan later this year (2022).

CITY OF SANTA MARIA GENERAL PLAN SAFETY ELEMENT

The City of Santa Maria *General Plan Safety Element* (1995) identifies potential hazards within the city and provides policies intended to minimize the risk related to natural and other hazardous events. The following policies are intended to reduce the risk associated with hazardous materials within the city:

Goal 5. Oil Wells/Oil Sumps. Minimize the public's exposure to potential hazards associated with existing and abandoned oil facilities.

Policy 5. Continue to follow the regulations contained in the City's Petroleum Ordinance regarding existing oil field operations and support the regulations of the California Division of Oil, Gas, and Geothermal Resources (CDOG) and the Santa Barbara County Environmental Health Division regarding abandoned oil facilities.

Objective 5.1.a - Existing and Proposed Petroleum Operations. Enforce the City's Petroleum ordinance with respect to existing and proposed petroleum operations within the city limits.

Objective 5.1.b - Abandoned Oil Wells/Residential Areas. Require 10-foot-wide radius "no-build" easements around abandoned oil wells and the proper abandonment of the wells in accordance with the regulations of the CDOG.

Objective 5.1.c - Abandoned Oil Wells/Non-Residential Areas. Require 10-foot-wide radius "no-build" easements around abandoned oil wells or the installation of a CDOG approved venting system over the well, and the proper abandonment of the wells in accordance with the regulations of the CDOG.

Objective 5.1.d - Abandoned Oil Sumps/Contaminated Areas. Require the remediation of all sites that contain oil sumps and/or contaminated soil in accordance with federal, state, and local regulations.

Goal 8. Aircraft Safety. Minimize the risk of potential hazards associated with aircraft operations at the Santa Maria Public Airport.

Policy 8. Maintain and enforce the Clear Zone and Airport Approach Overlay zoning regulations and continue to consult with the Santa Maria Public Airport District and the County of Santa Barbara Airport Land Use Commission (ALUC) with regard to land use planning within the Airport Area of Influence.

Objective 8.1.a - Land Use. Continue to enforce the Clear Zone and Airport Approach Overlay zoning regulations in the review of development projects.

Objective 8.1.b - Airport Area of Influence. Coordinate the review of development projects located in the Airport Area of Influence with the Santa Barbara County ALUC and the Santa Maria Public Airport District.

Goal 9. Hazardous Materials. Minimize the community's risk from potential hazards associated with hazardous materials.

Policy 9. Support the efforts of the City Fire Department, and coordinate efforts with the County of Santa Barbara Environmental Health Division and the California Highway Patrol, to require the proper use, transportation, treatment, and disposal of hazardous materials.

Objective 9.1.a - Hazardous Waste Storage. Require businesses that use and store hazardous materials to follow the regulations contained in the Uniform Fire Code and other appropriate state and federal regulations.

Objective 9.1.b - Hazardous Waste Disposal. Comply with laws governing hazardous-waste management.

Objective 9.1.c - Hazardous Waste Transport. Plan for and provide a safe transport of hazardous materials and waste by designating safe truck routes that have limited or no exposure to residential areas.

Objective 9.1.d Hazardous Waste Management. Continue to work with Santa Barbara County and the Southern California Hazardous Waste Management Authority to identify and promote safe, effective, economical, and feasible methods for managing the hazardous waste generated in the Planning Area.¹

Goal 10. Emergency Preparedness. Maintain an emergency preparedness plan to respond to natural and man-made disasters.

Policy 10. Maintain an up-to-date emergency preparedness plan that identifies the authority, responsibility, function, and operation of the City during an emergency.

Objective 10.1.a – Multi-hazard Functional Plan. Continue to follow the procedures and tactics detailed in the Multi-hazard Functional Plan during emergency situations associated with natural disasters, technological incidental, and nuclear defense operations, and update the plan regularly as new information becomes available.

Objective 10.1.b - Emergency Preparedness. Organize City personnel for coordinated response in the event of a disaster or other emergency situations.

Objective 10.1.c - Mutual Aid. Continue to assist and be assisted by other jurisdictions and the State of California in an emergency through participation in the California Master Mutual Aid Agreement.

CITY OF SANTA MARIA HAZARD MITIGATION PLAN

Adopted in 2017, the City of Santa Maria Hazard Mitigation Plan was prepared as an annex to the 2017 Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan in order to document the continual process that the City has undertaken to improve its disaster resiliency and to meet regulatory requirements. The plan includes an overview of the City's hazard planning process, a capability

¹ The City of Santa Maria Planning Area encompasses the city, the Sphere of Influence, and areas outside the Sphere of Influence but where decisions made within the area could affect City interests. In general, the Planning Area encompasses the City of Santa Maria and the urbanized areas of Orcutt and Tanglewood, as well as the land between and immediately adjacent to these developed areas.

assessment for hazard response, an assessment of potential hazards, a vulnerability assessment of the city, mitigation strategies, and an implementation plan. The plan includes a capability assessment that identifies the current capabilities and mechanisms available for implementing hazard mitigation activities and discusses the roles of key departments, administrative and technical capacity, and fiscal resources. The capability assessment also includes an overview of existing applicable plans, policies, and ordinances that pertain to hazard evaluation and mitigation, including policies established in the City General Plan, zoning and subdivision ordinances, building codes, the Floodplain Management Ordinance, the City of Santa Maria Stormwater Plan, the City Multi-Hazard Functional Plan, etc. The plan also includes a hazards assessment, a vulnerability assessment, a mitigation strategy, and a maintenance and implementation plan.

The vulnerability assessment section of the plan includes maps of particular hazard risks, such as ground shaking from seismic events, liquefaction, special flood hazards, and landslide incidence within the city and immediately surrounding areas. Based on Map 8 of the plan, on a scale between Not Felt (less than 0.17 percent g-force peak ground acceleration) and Extreme (greater than 124 percent g-force peak ground acceleration), the project site is located in an area with potential for Very Strong ground shaking (18 to 34 percent g-force peak ground acceleration) based on the San Luis Range Fault Model, and in an area with potential for Strong ground shaking (9.2 to 18 percent g-force peak ground acceleration) based on the Red Mountain Fault Model. Based on Map 11 of the plan, the project site is located in an area of Moderate Severity liquefaction. Based on Maps 13 and 14 of the plan, the project site is not located in an area that would be subject to a special flood hazard or landslide incidence.

ADOPTED SANTA BARBARA COUNTY AIRPORT LAND USE PLAN

In 1993, SBCAG adopted the *Santa Barbara County Airport Land Use Plan* (1993 ALUP) to complement and enhance the local planning process of agencies responsible for the land use in areas surrounding the Santa Barbara Municipal Airport and Santa Maria Public Airport. The plan is based on the following goals of the Santa Barbara County ALUC:

1. Preservation of navigable airspace around airports;
2. General safety of people and property around airports; and
3. Mitigation of aircraft noise impacts.

The 1993 ALUP establishes planning boundaries around each airport's area of influence and sets forth appropriate land use standards, including building height restrictions and soundproofing standards, for each planning area. Each area of influence defines the jurisdiction of the ALUC and is the area where airport-related noise, safety, and overflight factors may significantly affect land use compatibility or necessitate restrictions on certain land uses as determined by the ALUC.

The entirety of the project site is located within the AIA of the Santa Maria Public Airport (see Figure 4.7-1). Most of the project site, including the northern and eastern portions of the site, are located within Safety Area 2 of the 1993 ALUP (SBCAG 2008). Safety Area 2 identifies areas in which uses that do not result in a concentration of people or particular safety hazard are generally allowed.

The 1993 ALUP states that incompatible uses within Safety Area 2 would include the following (SBCAG 1993):

- Any use that would direct steady or flashing lights at aircraft during initial climb or final approach, other than Federal Aviation Administration–approved navigational signal or visual approach slope indicators;

- Any use that would cause sunlight to be reflected toward an aircraft on initial climb or final approach;
- Any use that would generate smoke or attract large concentrations of birds, or that may otherwise affect safe air navigation within the area;
- Any use that would generate electrical interference that may be detrimental to operation of aircraft or airport instrumentation;
- All residential construction within 1 mile of the runway end, except new single-family residence construction on existing recorded parcels and rebuilding and alteration that will not increase density;
- Non-residential uses within 1 mile of the runway end that would result in large concentrations of people, such as, but not limited to, shopping centers, schools, hospitals, or stadiums; and
- Hazardous installations, such as oil or gas storage.

All project proposals in Safety Area 2 within 1 mile of runway end, and proposals that would result in large concentrations of people in Safety Area 2 more than 1 mile from the runway end, would be required to undergo further ALUC review on a case-by-case basis.

The 1993 ALUP identifies Land Use Guidelines for Safety Compatibility for each safety area. Given the majority of the project site is located within a safety area (Safety Area 2), land use guidelines contained in the ALUP apply to the majority of the site. However, the area of the project site that is located outside of Safety Area 2 (the southwestern corner) is not subject to any of these guidelines. The applicable land use compatibility guidelines for Safety Area 2 are summarized in Table 4.7-2.

A small portion of the northwestern corner of the project site located within the 1993 ALUP Safety Area 2 is also located within 1 mile of the runway end. Therefore, the uses identified as incompatible would be strictly prohibited in that location (see Table 4.7-2, note 2).

Table 4.7-2. 1993 ALUP Safety Compatibility Guidelines

Land Use Category/Use	Compatibility with Safety Area 2
Residential	
Single family	Yes ¹
Multi-family dwelling	Potentially Compatible ²
Mobile home parks or courts	Potentially Compatible ²
Transient lodging, hotels, motels	Potentially Compatible ²
Industrial/Manufacturing	
Petroleum refining and related industries	No
Rubber and miscellaneous plastic	No
Miscellaneous manufacturing	Yes ³
Warehouse, storage, of non-flammables	Yes ³
Transportation, Communications, and Utilities	
Railroad, rapid rail transit	Yes
Highway and street	Yes
Auto parking lots	Yes

Land Use Category/Use	Compatibility with Safety Area 2
Utilities	Yes
Commercial/Retail Trade	
Wholesale trade	Yes ³
Building materials - retail	Yes ³
General merchandise - retail	Potentially Compatible ²
Food - retail	Potentially Compatible ²
Automotive	Yes ³
Eating and drinking	Potentially Compatible ²
Other retail trade	Potentially Compatible ²

¹ Single-family residential is a compatible land use within the approach zone only if the population density is less than two single-family residences per acre within 1 mile of the runway end.

² Use not compatible in approach zone within 1 mile of the runway end; use subject to ALUC review if more than 1 mile from the runway end.

³ Use subject to ALUC review if it results in large concentrations of people underneath downwind and base legs or departure paths of frequently used airport traffic patterns. The Airport Planning Advisory Committee will provide assistance to the ALUC and its staff in this determination. Threshold for review of "large concentrations" is on the order of 25 people per acre for non-residential uses or more than four units per acre for residential use.

DRAFT SANTA MARIA PUBLIC AIRPORT LAND USE COMPATIBILITY PLAN

Since the adoption of the 1993 ALUP, a Draft Santa Maria Public Airport Land Use Compatibility Plan was prepared in August 2019 and updated in 2022 (2022 Draft ALUCP). SBCAG is expected to adopt the 2022 Draft ALUCP in November 2022. This plan was developed with the purpose of providing for the orderly growth of the Santa Maria Public Airport and the areas surrounding the airport, safeguarding the general welfare of the inhabitants within the vicinity of the Santa Maria Public Airport, and the public in general.

Draft ALUCPs have been prepared for each of the public airports within Santa Barbara County. When adopted, the ALUCP for each airport would replace the 1993 ALUP adopted by SBCAG. Future development proposed within the project site may occur after the 2022 Draft ALUCP has been adopted; therefore, this EIR also evaluates the project for consistency with this draft plan.

The 2022 Draft ALUCP identifies policies that have the dual objectives of: 1) protecting against constraints on airport expansion and operations that can result from encroachment of incompatible land uses, and 2) minimizing the public's exposure to excessive noise and safety hazards. To meet these objectives, the 2022 Draft ALUCP addresses potential airport compatibility impacts related to four specific airport-related factors:

1. Noise: Exposure to aircraft noise;
2. Safety: Land use that affects safety for both people on the ground and in aircraft;
3. Airspace Protection: Protection of airport airspace; and
4. Overflight: Annoyance and other general other concerns related to aircraft overflights.

The AIA for Santa Barbara Airport is divided into two subareas, Review Area 1 and Review Area 2. Review Area 1 consists of the compilation of the safety zones and noise contours for each airport. Review Area 2 consists of the overflight and airspace protection layer for each airport. The project is located within Review Area 2.

Portions of the northeast corner of the project site are located within the 2022 Draft ALUCP Safety Zone 2 and Safety Zone 4; the majority of the project site is located within Safety Zone 6. Criteria for

determining compatibility of land uses within Safety Zones 2, 4, and 6 are provided in Table 4.7-3, and land use compatibility designations are provided in Table 4.7-4.

Table 4.7-3. 2022 Draft ALUCP Safety Zone Compatibility Criteria

Land Use Types/Uses	Safety Zone		
	2	4	6
Nonresidential Development Maximum Intensity (people/acre sitewide average)	80	200	No limit
Nonresidential Development Intensity with Risk Reduction (people/acre sitewide average)	120–160	300–400	No limit
Conditionally Compatible Development Maximum Lot Coverage (building footprint/site size)	50%	70%	100%

Table 4.7-4. 2022 Draft ALUCP Safety Zone Land Use Compatibility Designations

Land Use Category/Use	Compatibility with Safety Zone 2	Compatibility with Safety Zone 4	Compatibility with Safety Zone 6
<i>Residential</i>			
Residential, ≤ 4.0 dwelling units/acre	Conditionally Compatible	Compatible	Compatible
Residential, ≤ 8.0 dwelling units/acre	Incompatible	Conditionally Compatible	Compatible
Residential, ≤ 13.0 dwelling units/acre	Incompatible	Conditionally Compatible	Compatible
Residential, ≤ 16.0 dwelling units/acre	Incompatible	Conditionally Compatible	Compatible
Residential, ≤ 20.0 dwelling units/acre	Incompatible	Conditionally Compatible	Compatible
Residential, >20.0 dwelling units/acre	Incompatible	Conditionally Compatible	Compatible
Residential housing: farmworker housing; group residential; mobile home park; residential care facilities; single room occupancy; supportive housing; transitional housing	Conditionally Compatible	Conditionally Compatible	Compatible
<i>Industrial, Manufacturing, and Warehouse Uses</i>			
Repair services, wholesale trade, warehouse, storage, and distribution	Compatible	Compatible	Compatible
Oil and gas facilities	Incompatible	Incompatible	Conditionally Compatible
<i>Transportation, Communication, and Utilities</i>			
Automobile parking surface lots (public or private), rights-of-way: street, highways, railroads, other public transit lines	Compatible	Compatible	Compatible
<i>Office, Commercial, Service, and Lodging Uses</i>			
Large eating/drinking establishments in free-standing building (capacity ≥300 people)	Incompatible	Conditionally Compatible	Compatible
Mid-size eating/drinking establishments in free-standing building (capacity 50 to 299 people)	Conditionally Compatible	Conditionally Compatible	Compatible
Small eating/drinking establishments in free-standing building (capacity <50 people)	Conditionally Compatible	Conditionally Compatible	Compatible

Land Use Category/Use	Compatibility with Safety Zone 2	Compatibility with Safety Zone 4	Compatibility with Safety Zone 6
Community/neighborhood shopping centers <300,000 square feet with mixture of uses including eating/drinking establishments; regional shopping centers ≥300,000 square feet with mixture of uses including eating/drinking establishments	Conditionally Compatible	Conditionally Compatible	Compatible
Low-intensity or outdoor-oriented retail or wholesale trade: furniture, automobiles, heavy equipment, nurseries, lumber yards, boat yards; office buildings: professional services, business services, medical, dental, and health-related services, financial, insurance, and real estate services; building materials, sales, and service; automobile/vehicle sales and service	Conditionally Compatible	Conditionally Compatible	Compatible

4.7.3 Thresholds of Significance

The following thresholds of significance for the effects related to hazards and hazardous materials are based on Appendix G of the State CEQA Guidelines. An impact is considered significant if the project would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- 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.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- 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.
- 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.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Thresholds (a) through (f) are discussed under Section 4.7.5, Project-Specific Impacts and Mitigation Measures, below. However, it has been determined that the proposed project would not result in significant impacts related to wildland fires. As a result, threshold (g) will not be further discussed in this section. See Chapter 6, Other CEQA Considerations, for a brief evaluation of this and other impacts found not to be significant.

4.7.4 Impact Assessment Methodology

The project's potential impacts associated with hazards and hazardous materials were evaluated by use of the environmental checklist questions included in Appendix G of the State CEQA Guidelines, included in Section 4.7.3, Thresholds of Significance. Potential impacts were evaluated based on a comprehensive

review of the proposed project and all associated components, applicable database information, the Phase I ESA prepared for the project (see Appendix I) and all applicable regulatory requirements.

4.7.5 Project-Specific Impacts and Mitigation Measures

Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The project would include the pre-zoning of four parcels located in unincorporated Santa Barbara County by the City of Santa Maria and annexation of the property into the Santa Maria city limits. The project would include the pre-zoning designations of General Commercial (C-2) and High Density Residential (R-3), with a Planned Development (PD) Overlay District. If approved, the project would require a General Plan Amendment to establish City general plan designations and adopt final zoning designations onsite. A conceptual layout for future development has been created that would allow a maximum buildout of 131,100 square feet of commercial uses on 16.35 acres of the project site, as well as 400 apartments and 95 townhomes on the remaining 27.40 acres, as described in detail in Chapter 2, Project Description. Future buildout of the project site would require a full range of onsite infrastructure improvements as well as several improvements that would be necessary outside of the boundaries of the 43.75-acre project site.

Future development associated with the project would require the transport, use, and disposal of hazardous materials including diesel fuel, gasoline, solvents, oils, paints, etc. Future construction activities are anticipated to occur over a 3-year period, during which hazardous materials would be routinely transported, used, and disposed of. During the construction period, all hazardous materials would be subject to federal, state, and local regulations for the transport, use, and disposal of hazardous materials. Construction crews would be required to comply with CCR Title 22, which regulates the use, storage, and transport of hazardous materials. In addition, construction crews would be subject to HSC Division 20, Chapter 6.95, which requires the preparation and implementation of a Hazardous Material Release Response Plan and the preparation of a Hazardous Materials Inventory for materials used and stored at the site. Compliance would be verified by the County of Santa Barbara Environmental Health Services Department. Based on required compliance with existing regulations regarding hazardous material use, transport, and disposal, future construction activities are not anticipated to result in significant hazard to the public due to routine transport, use, or disposal of hazardous materials. Therefore, potential construction-related impacts would be *less than significant*.

At full buildout, the project site would support commercial uses including fast food restaurants, mini-storage, retail uses, and a gas station, and high-density residential uses including apartments and townhomes. Fast food restaurants, mini-storage facilities, and residential uses do not require the use of large quantities of hazardous materials or the use of any unique acutely hazardous materials. Any future uses within the project site that may require the use of small quantities of hazardous materials (i.e., fuels, oils, solvents, lubricants, paints) would be required to comply with CCR Title 22 and HSC Division 20, Chapter 6.95, described above, which would avoid or minimize the potential for risk to the public due to improper handling of hazardous materials. In addition, individual residential units within the project site are anticipated to use, transport, and store small quantities of cleaning solutions, solvents, paints, oils, lubricants, etc. during operation of the proposed project. The use of small quantities of household hazardous substances would not create significant hazard to the public.

If a gas station were to be developed onsite in the future, it would be required to be constructed and operated in accordance with the California Building Code, California Plumbing Code, and California Fire Code. These standards include, but are not limited to, location limitations from buildings with combustible exterior wall surfaces and fixed ignition sources, supervision of self-serve fuel-dispensing

activities, standards for equipment maintenance and inspection, and installation of emergency disconnect switches to be used in the event of a fuel spill or other emergency. Santa Barbara County is certified by the Cal EPA as the CUPA for the unincorporated and incorporated portions of the county. As the CUPA, the County implements the Hazardous Materials Plan Program, which requires businesses handling, using, or storing reportable amounts of hazardous materials to submit inventories, site maps, and other documentation relating to those materials, and to develop appropriate employee training and emergency procedures. The County also regulates the installation and operation of underground storage tanks through the Underground Storage Tank Construction Standards, including requirements for a continuous monitoring system and routine inspections.

If a gas station use was ultimately proposed for future development on-site, it would require a permit from the SBCAPCD and be subject to all applicable CARB and SBCAPCD regulations, which may include preparation of a Health Risk Assessment and/or location restrictions within a certain distance of residential uses. Because no development permit has been submitted for a gas station on-site and future development of a gas station would be required to comply with all applicable SBCAPCD location and safety policies, no potentially significant impacts would occur.

While future allowed uses onsite may result in the transport, use, and disposal of hazardous materials, gas stations are common throughout the city of Santa Maria and do not represent an unusually dangerous land use. Compliance with existing regulations would reduce the potential for the project to result in a significant hazard to the public or the environment following construction activities. Therefore, potential operational impacts related to the routine transport, use, or disposal of hazardous materials would be *less than significant*.

HAZ Impact 1
The project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Potential impacts associated with routine transport, use, or disposal of hazardous materials would be less than significant.</i>

Would the project 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?

Implementation of the project would allow for future development of commercial and residential uses onsite. Construction of these uses within the project site would not generate the use, transport, or disposal of hazardous materials that would result in significant hazards due to accidental release. According to the CGS, the project site is not located in an area with reported ultramafic rock outcroppings and would not be considered an area with the potential for NOA to occur (CGS 2011). The project site is currently undeveloped and does not contain any buildings or structures that may contain ACM. As previously discussed, future construction activities would be required to comply with CCR Title 22 and HSC Division 20, Chapter 6.95 during the transport, use, and disposal of hazardous materials including diesel fuel, gasoline, solvents, oils, paints, etc. Due to required compliance with existing regulations in place,

future construction activities within the project site are not anticipated to result in foreseeable upset or accident conditions.

ADL is known to occur in road shoulder areas along highways that have historically experienced heavy vehicle traffic in the project vicinity and elsewhere in the state; however, the highest lead concentrations are usually found within 10 feet of the edge of the pavement and within the top 6 inches of the soil. In some cases, lead is as deep as 2 to 3 feet below the surface and can extend 20 feet or more from the edge of pavement of principal arterial roadways, freeways, highways, and expressways. SR 135 is classified as a freeway south of its intersection with UVP.

The 43.75-acre project site is currently undeveloped and does not consist of any internal paved roads that would have been heavily used during the time lead was a component in gasoline; therefore, the potential for ADL to occur within the project site is very low. However, the western boundary of the project site is located in close proximity to SR 135. As well, several infrastructure improvements would be required for project development and are included in the project description. Specifically, based on the initial assessment by Golden State Water and the Applicant, it is anticipated that a water main below SR 135 would require replacement with a larger capacity main. In addition, the capacity of the sewer main that is currently below Orcutt Road would need to be enlarged. This sewer main enlargement could extend to within 20 feet of the edge of the SR 135 pavement. Therefore, potential impacts related to ADL could result when the infrastructure improvements are being constructed.

With the exception of ADL, construction and operation of land uses within the project site would not result in the short- or long-term use of hazardous materials that would result in significant upset if accidentally released and would not generate the use of significantly hazardous materials within the project area. The construction of the infrastructure improvement could, however, result in impacts related to the release of ADL, a hazardous material, into the environment. This impact is *less than significant with mitigation*.

HAZ Impact 2	
Construction of infrastructure associated with the project could result in the release of ADL, a hazardous material, into the environment. No other potentially significant impacts related to upset or accident conditions involving the release of hazardous materials would occur.	
Mitigation Measures	
HAZ/mm-2.1	<i>Prior to issuance of construction permits for infrastructure improvements, soil sampling shall be conducted for the presence of hazardous materials, including aerially deposited lead (ADL) and hydrocarbons in areas where excavation is required within 30 feet of UVP. Soil sampling shall be conducted by a licensed geologist or other qualified professional as approved by the City. ADL sampling shall focus on unpaved areas and formerly unpaved areas within the right-of-way and shall be conducted in accordance with current Caltrans guidance documents. Analytes to be targeted should include gasoline-, diesel-, and oil-range hydrocarbons; volatile organic compounds; and fuel oxygenates. If contaminated soil is present, the appropriate abatement actions shall be implemented in accordance with applicable Caltrans Standard Special Provisions and other applicable standards.</i>
HAZ/mm-2.2	<i>To ensure contaminated soils excavated during infrastructure improvements are handled, stockpiled, and disposed of in accordance with federal, state, and local regulations, a Soil Management Plan and Health and Safety Plan shall be developed and implemented for the infrastructure improvements that are located beyond the 43.75-acre site. Special handling, treatment, or disposal of ADL in soils during construction activities shall be consistent with the DTSC and Caltrans Soil Management Agreement for Aerially Deposited Lead-Contaminated soils (effective July 1, 2016).</i>

HAZ Impact 2
Residual Impacts
<i>Potential impacts associated with ADL would be less than significant with mitigation. No other potentially significant impacts related to upset or accident conditions involving the release of hazardous materials would occur.</i>

Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

There are no existing school facilities within a 0.25-mile radius of the project site. The nearest school is Ernest Righetti High School, located approximately 0.5 mile northeast of the project site (941 East Foster Road). In addition, based on the list of cumulative development projects in the project vicinity (refer to Chapter 3, Environmental Setting), no proposed school facilities are located within 0.25 mile of the project site. However, construction vehicle traffic and associated haul truck routes may use roadways within 0.25 mile of existing school facilities, resulting in a temporary, minor increase in vehicle emissions. Therefore, potential impacts related to hazardous emissions and handling of hazardous materials near schools would be *less than significant*.

HAZ Impact 3
The project would not introduce hazardous materials within 0.25 mile of an existing or proposed school; impacts related to hazardous emissions and handling of hazardous materials near schools would be less than significant.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Impacts related to the emission of hazardous materials in the vicinity of existing or proposed schools would be less than significant.</i>

Would the project 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?

Based on a query of the DTSC EnviroStor and the RWQCB GeoTracker databases, there are no active hazardous materials sites located within the project site or within a 1,000-foot radius of the project site (DTSC 2022b; RWQCB 2022). In addition, the Phase I ESA did not identify any areas of concern related to historical hazardous materials sites within the project site (SDC 2021). Therefore, *no impacts* would occur related to hazardous materials sites compiled pursuant to Government Code Section 65962.5.

HAZ Impact 4
The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.
Mitigation Measures
No mitigation is required.
Residual Impacts
No impacts would occur.

For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?

The project site is located within the AIA of the Santa Maria Public Airport (see Figure 4.7-1). In 1993, SBCAG adopted the *Santa Barbara County Airport Land Use Plan* (1993 ALUP) to complement and enhance the local planning process of agencies responsible for the land use in areas surrounding the Santa Barbara Municipal Airport and Santa Maria Public Airport. Since the adoption of the 1993 ALUP, a Draft Santa Maria Airport Land Use Compatibility Plan was prepared in August 2019 and updated in 2022 (2022 Draft ALUCP) and is anticipated to be adopted by SBCAG in November, 2022. Draft ALUCPs have been prepared for each of the public airports within Santa Barbara County. When adopted, the ALUCP for each airport would replace the 1993 ALUP adopted by SBCAG. Future development proposed within the project site may occur after the 2022 Draft ALUCP has been adopted; therefore, this EIR evaluates the project for consistency with both the adopted 1993 ALUP and the 2022 Draft ALUCP.

1993 ALUP

The majority of the project site is located within the approach zone, which corresponds to Safety Area 2 of the 1993 ALUP (see Figure 4.7-1). As a general rule, buildings within Safety Area 2 are not permitted to extend beyond 150 feet above the established airport elevation. The City Zoning Ordinance applies lower height standards for all zoning designations within the city than the height limitations in the 1993 ALUP.

Land uses that do not result in a large concentration of people or particular safety hazard are generally allowed within Safety Area 2. Under the conceptual development plan, future land uses located within Safety Area 2 would include a commercial retail center, automobile parking areas, a drainage basin, a mini-storage facility, residential apartments, and townhomes.

Based on Table 4-1 of the 1993 ALUP, warehouses and storage, wholesale trade, and building materials retail uses are compatible uses within Safety Area 2 but would be subject to ALUC review if they result in large concentrations of people (i.e., 25 people per acre or more) underneath downwind and/or departure paths of frequently used airport traffic patterns. Automobile parking lots and water uses would be compatible uses within Safety Area 2.

General merchandise retail, food retail, eating and drinking, and other retail trade uses would be prohibited in Safety Area 2 if located within 1 mile of the runway end, and would be subject to ALUC review if these uses are proposed in Safety Area 2 beyond 1 mile from the runway end (SBCAG 1993).

Similarly, multi-family residential uses, such as apartments and townhomes, would generally be prohibited within 1 mile of the runway end, and would be subject to ALUC review if these uses are proposed in Safety Area 2 beyond 1 mile of the runway end (SBCAG 1993). A small portion of the northwestern corner of the project site located within the 1993 ALUP Safety Area 2 is located within 1 mile of the runway end. Therefore, the uses identified as incompatible in Safety Area 2 would be strictly prohibited in that location (see Table 4.7-2 note 2).

2022 DRAFT ALUCP

Based on the 2022 Draft ALUCP, portions of the northeast corner of the project site are located within the 60- to 65-dB noise contour for the Santa Maria Public Airport (see Figure 4.7-2). The maximum airport-related noise level considered compatible for new residential development in the AIA of urban airports is 65 dB CNEL. Residential uses are identified as conditionally compatible in areas within the 60- to 65-dB CNEL noise contour. Residential building structures within the 60- to 65-dB CNEL noise contour must be capable of attenuating exterior noise to 45 dB indoor CNEL, which usually can be met through standard construction methods. Office buildings, retail sales, wholesale sales, community parks, warehouses, and mini/other storage uses are identified as compatible uses within the 60- to 65-dB CNEL noise contour (SBCAG 2022).

Portions of the project site are located within Safety Zone 2 and Safety Zone 4, and the majority of the project site is located within Safety Zone 6 of the 2022 Draft ALUCP (see Figure 4.7-2). Uses located within Safety Zone 6 would have no limit on nonresidential development intensity or maximum lot coverage limitations. All uses proposed in the project conceptual development plan would be compatible uses in Safety Zone 6, with the exception the potential future development of a gas station, which would be conditionally compatible.

Under the conceptual development plan, future land uses located within Safety Zone 2 and Safety Zone 4 would include a drainage basin, a commercial retail center, vehicle parking areas, and a mini-storage facility. Future development of land uses within Safety Zone 2 and Safety Zone 4 would be subject to nonresidential development intensity and maximum lot coverage restrictions as identified in Table 4.7-3. Some of these potential future uses would be conditionally compatible uses based on the proposed density of uses and whether eating or drinking establishments are proposed (SBCAG 2022).

ANALYSIS

Based on the proposed pre-zoning designations for the project site and land uses identified within the conceptual development plan, there is a potential for future proposed uses to be consistent with proposed pre-zoning designation requirements set forth in the City Zoning Ordinance but that would not meet all applicable standards in the adopted 1993 ALUP, such as population density requirements. In addition, allowable uses within the C-2 pre-zoned area, such as a gas station, would be an incompatible use within Safety Zone 2 and Safety Zone 4 of the 2022 Draft ALUCP.

Based on consultation with SBCAG and review of SBCAG's Consistency Review Process – Santa Barbara County Airport Land Use Plan, three types of land use actions are required to be referred to the ALUC for determination of consistency with the ALUP prior to their approval by the local agency:

- The adoption, approval, or amendment of any General Plan (Public Utilities Code Section 21676(b)) that affects allowable land uses within the Airport Influence Area;
- Adoption or modification of an airport master plan for any one of the airports (Public Utilities Code Section 21676(c)); and/or

- Any proposal for construction of a new airport or heliport (Public Utilities Code Section 21661.5).

The project requires an amendment to the City of Santa Maria General Plan to allow for development of the site as proposed by the conceptual plan. As well, the Applicant has indicated that the application for the Planned Development Permit is expected to be submitted to the City in late 2022 or early 2023. Consideration of the Planned Development Permit application by the City could occur concurrently with the proposed annexation, although the process for approval would need to occur in a stepped manner, with approval of the Planned Development Permit only being possible after the City approves the pre-zoning and General Plan amendment, the Santa Barbara County Local Agency Formation Commission approves the annexation, and the County of Santa Barbara and the City of Santa Maria negotiate and approve a property tax sharing agreement (see Chapter 2, Section 2.6).

There is a potential that the proposed project could result in pre-zoning designations that would allow development of land uses that would be inconsistent with the applicable airport land use policies in effect at the time of application for development, which would reflect a potential safety hazard for land uses located within Safety Area 2 of the 1993 ALUP or Safety Areas 2 or 4 of the 2022 Draft ALUCP.

Mitigation Measure HAZ/mm-5.1 has been identified to require future development permit applicants to demonstrate full compliance with all safety standards and compatibility policies of the airport land use plan in effect at the time of Planned Development Permit approval for uses within the project site. These safety standards and compatibility policies would include population density requirements, safety compatibility requirements, limitations on use of reflective building materials, and exterior lighting standards intended to avoid potential safety hazards associated with the regular ingress/egress of planes near the project site. Upon implementation of Mitigation Measure HAZ/mm-5.1, potential impacts associated with airport safety hazards would be *less than significant with mitigation*.

HAZ Impact 5	
Future development may have the potential to be inconsistent with safety and/or compatibility policies of the Santa Maria Public Airport land use plan in effect at the time of building permit applications.	
Mitigation Measures	
HAZ/mm-5.1	<i>At the time of Planned Development Permit approval for new land uses onsite, all development permit applications shall demonstrate full compliance with the applicable safety standards and compatibility policies of the airport land use plan in effect at the time. Consistency with the airport land use plan shall be reviewed and verified by the City of Santa Maria Community Development Department prior to building permit issuance.</i>
Residual Impacts	
<i>Potential impacts associated with airport safety hazards would be considered less than significant with mitigation.</i>	

Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The project site is currently vacant. With construction of the proposed residential and commercial land uses, there would be a limited number of all-weather access roads constructed onsite to allow fire and ambulance access to construction areas. Construction activities would be required to comply with International Fire Code Section 3312 and applicable Public Resources Code sections to prevent ignition and spread of a fire during construction activities.

Implementation of the project would allow for future development of commercial and residential uses onsite. Future development would be required to meet the City Public Works and City Fire Department's requirements for site access and internal roads to allow for adequate public ingress and egress at the site.

The City of Santa Maria Public Works Department Streets and Facilities Division responds to city emergencies, including evacuation routing. In addition, the City Police Department coordinates with the Streets and Facilities Division on implementing evacuation procedures and traffic control (City of Santa Maria 2017). SR 135 and UVP are likely to be used as primary city evacuation routes in the event of an emergency.

Buildout of future commercial and residential land uses on the project site would increase the number of vehicles needing to access SR 135 and other surrounding roadways in the event of an evacuation. Based on the Traffic and Circulation Study prepared by Associated Transportation Engineers for the project, several roadway improvements and signalization of the Hummel Drive and UVP intersection would occur, as described in more detail in Chapter 3, Project Description. With the planned improvements, implementation of the project would not result in vehicle delays (refer to Section 4.13, Transportation, for more information) Therefore, vehicle traffic contributed by the project during emergency evacuations would not be significant enough to impair an evacuation plan.

The project would not involve development of residential uses with limited access or otherwise conflict with the City Hazard Mitigation Plan or the County of Santa Barbara MJHMP. Therefore, potential impacts related to the potential impairment or interference with an adopted emergency response or evacuation plan would *be less than significant*, and no mitigation is required.

HAZ Impact 6
The project would not impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Potential impacts associated with impairment or interference with an adopted emergency response plan would be less than significant.</i>

4.7.6 Cumulative Impacts

Cumulative hazardous materials effects could occur if activities at the project site and other past, existing, and proposed development, together, could significantly increase risks in the regional vicinity of the project site. However, most hazardous materials activities at the project site would likely involve relatively small quantities of hazardous materials both in interior and exterior settings. Any health or safety effects of routine hazardous materials use would be limited to the specific individuals using the materials and anyone in the immediate vicinity of the use. No interaction would occur between these routine activities and similar activities at different sites either during construction or operation.

Cumulative health and safety impacts could occur if project-related outdoor or off-site hazards were to interact or combine with those of other existing and proposed development. This could only occur through the following mechanisms: transport of hazardous materials and waste to or from the project site;

inadvertent release of hazardous materials to the sanitary sewer, storm drain, or non-hazardous waste landfill; and potential accidents that require hazardous materials emergency response capabilities.

The proposed project as well as other past, present, and future projects would be required to adhere to existing regulatory requirements for the appropriate handling, storage, and disposal of hazardous materials that are designed to minimize exposure and protect human health and the environment. Specific hazards associated with proposed development projects would be identified through discretionary review processes and/or required environmental review and mitigated accordingly. Hazards associated with the presence of toxic substances or other hazardous substances would be tested, handled, transported, and disposed of in accordance with existing state and federal regulations. In most cases, compliance with existing regulations, including building code requirements, DTSC regulations, and City-issued permit conditions would minimize cumulative impacts associated with hazards and hazardous materials.

Cumulative increases in the transportation of hazardous materials and wastes would cause a less than significant impact because the probability of a hazardous materials accident is relatively low, and the adherence to existing transportation and packaging regulatory requirements minimizes the consequences of potential accidents. In addition, all projects in the area would be required to comply with the same laws and regulations as the proposed project. This includes federal, state, and local regulatory requirements for transporting hazardous materials or cargo (including fuel and other materials used in all motor vehicles) on public roads or disposing of hazardous materials.

Future development associated with the proposed project would be required to be designed, constructed, and operated in compliance with all applicable building code requirements and state and local regulations pertaining to the transport, use, and disposal of hazardous materials. Mitigation has been identified to also ensure that future development is consistent with all applicable safety and compatibility standards set forth in the adopted Santa Maria Public Airport land use plan at the time of application for building permits. Therefore, the contribution of the project toward cumulative effects related to hazards and hazardous materials would be less than cumulatively considerable.

HAZ Impact 7
With implementation of identified mitigation, the project would not result in any cumulatively considerable impacts associated with hazards or hazardous materials.
<i>Mitigation Measures</i>
<i>Implement Mitigation Measure HAZ/mm-5.1.</i>
<i>Residual Impacts</i>
<i>Potential cumulative impacts associated with hazards and hazardous materials would be less than significant with mitigation.</i>

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4.8 HYDROLOGY AND WATER QUALITY

This section provides a description of the existing water resources in the project area and an evaluation of the potential for the project to result in environmental impacts related to hydrology, water quality, drainage, and flooding. This section incorporates information from the *Richards Ranch Project Water Supply Assessment* (Todd Groundwater 2022).

4.8.1 Existing Conditions

4.8.1.1 Regional Hydrology

SANTA MARIA VALLEY WATERSHED

A watershed is the area of land that catches rain or snow and drains into a marsh, stream, river, lake, or groundwater. The city of Santa Maria is located entirely in the Santa Maria Valley Watershed. The Santa Maria Valley Watershed, one of the largest coastal drainage basins in California (33,205 acres), includes all tributaries and watersheds for the Cuyama, Sisquoc, and Santa Maria Rivers, and ultimately flows to the Pacific Ocean. The average rainfall within the Santa Maria Valley Watershed is 15 to 17 inches. The average summer temperature ranges from 54 degrees Fahrenheit (°F) to 73°F and the average winter temperatures range from 39°F to 63°F. The dominant land uses within the Santa Maria Valley Watershed include agriculture and residential uses (County of San Luis Obispo 2013).

The State Water Resources Control Board (SWRCB) released its 2020-2022 Clean Water Act Section 303(d) list of impaired water bodies on May 11, 2022. The 303(d) list identifies several impaired waterbodies within the Santa Maria Valley Watershed, including the Santa Maria River and Orcutt Creek. Water quality monitoring of the impaired waterbodies in the watershed has detected pollutants of concern, including “fecal coliform, nitrates, sediments, and ammonia in surface water; nitrates and total dissolved solids in groundwater; organochlorine pesticides in the Santa Maria River Estuary (located approximately 10 miles west of Santa Maria); and petroleum production by-product (diluent) in ground and surface water of the Guadalupe Dunes (located directly north and south of the Santa Maria River mouth and estuary) and nearby areas” (Tetra Tech 2010:10). The use of plastic mulching commonly used in surrounding agricultural lands poses one of the main hydrological concerns to the watershed, as the mulching decreases the permeability of soils and increases runoff volumes (Tetra Tech 2010).

GROUNDWATER

The Santa Maria Valley 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. In the Orcutt area, the aquifer consists of dune sands, the Orcutt Formation, and the Paso Robles/Careaga Formations (Todd Groundwater 2022). Historically, the City of Santa Maria (City) pumped water from the Santa Maria Valley Groundwater Basin as its sole water supply until the City began receiving California State Water Project (SWP) water from the Central Coast Water Authority in 1997. The Santa Maria Valley Groundwater Basin is currently under a court-ordered stipulation (*Santa Maria Valley Water Conservation District v City of Santa Maria, et al.* [and related actions], Lead Case No. CV 770214, Superior Court of the State California, County of Santa Clara, in January 2008, and Commission Decision No. 13-05-011). The court-ordered stipulation allows the City to derive its water supply from associated return flows from imported SWP water that may be recaptured in the basin, local groundwater from the basin, and a share of the yield of Twitchell Reservoir operations.

The court-ordered stipulation divided the basin into three management areas: the Santa Maria Valley Management Area (SMVMA), the Northern Cities Management Area, and the Nipomo Mesa

Management Area. Reports are prepared annually to show compliance with the stipulation. According to the 2020 report, shallow and deep groundwater levels across most of the SMVMA remained slightly above historical low levels in 2020. This includes along the coast where groundwater levels are well above sea level, indicating that the conditions conducive to sea water intrusion are absent. As such, the groundwater level conditions observed in 2020 in the SMVMA do not meet stipulation provisions defining a condition of severe water shortage (Todd Groundwater 2022).

SURFACE WATER

The main surface water feature in the city is the Santa Maria River, which is part of the Santa Maria Valley Watershed. The Santa Maria River itself has a sandy, braided channel with levees protecting urban development in its lower section. Because the water table is below the bottom of the river channel, the surface water flow of the river infiltrates into the ground. Consequently, the Santa Maria River is the major source of recharge to the Santa Maria Valley Groundwater Basin (Tetra Tech 2010). Lined and unlined drainages within the city are tributary to the Santa Maria River and receive regular discharges from agricultural lands surrounding the city (Tetra Tech 2010). The Santa Maria River is listed as an impaired waterbody pursuant to the Clean Water Act (CWA) Section 303(d) for chlordane, dichlorodiphenyltrichloroethane (DDT), dieldrin, endrin, fecal coliform, nitrate, and un-ionized ammonia. The sources of contamination are believed to include agriculture and grazing activities, urban stormwater runoff, and natural sources (Tetra Tech 2010).

4.8.1.2 Project Site Hydrology

The project site is mostly flat, gently sloping downward from east to west, along with manufactured embankments and fill slopes from adjacent residential development and Union Valley Parkway (UVP) construction. Roadside drainage from UVP construction and Orcutt Road realignment is managed through several constructed rock ditches leading to culverts under Orcutt Road (David Wolff Environmental, LLC 2022). The project site does not contain any natural drainage or surface water features. Further, the project site is not located within an identified flood zone (Federal Emergency Management Agency [FEMA] 2005). Due to the distance from the ocean and dams, the site is not within a tsunami or seiche zone (California Governor's Office of Emergency Services 2015; City of Santa Maria 1995). The Santa Maria River is located approximately 5.8 miles to the northeast. The project site is predominantly underlain by sandy, non-hydric soils that are highly erosive. Groundwater was encountered during exploratory borings between 9.5 and 28.5 feet (Earth Systems Pacific 2021).

4.8.2 Regulatory Setting

Federal, state, and local agencies regulate surface water and groundwater resources and their associated water quality for the protection of watersheds, floodplains, and water quality. These agencies regulate surface water and groundwater so that identified beneficial uses are not impaired. Water quality regulations are designed to limit the discharge of pollutants into the environment, maintain surface water and groundwater quality, protect fish and wildlife and their habitats, and protect beneficial uses.

4.8.2.1 Federal

FEDERAL CLEAN WATER ACT

The federal CWA is the primary federal law regulating discharges of pollutants into waters of the U.S. and regulating water quality standards for surface waters. The CWA prohibits the discharge of any pollutants from a point source into navigable waters unless a National Pollutant Discharge Elimination

System (NPDES) permit is obtained. The following CWA sections include relevant policies for regulating water quality:

- **Section 208** requires all states to assess damages to water quality from nonpoint source pollution, including runoff. Section 208 requires states to develop either regulatory or non-regulatory programs to control nonpoint source pollution.
- **Section 303(d)** authorizes the U.S. Environmental Protection Agency (USEPA) to assist states, territories, and authorized tribes in listing impaired waters and developing total maximum daily loads (TMDLs) for the identified waterbodies. A TMDL establishes the maximum amount of a pollutant allowed in a listed waterbody. In addition, a TMDL establishes a starting point for restoring water quality.
- **Section 304(a)(4)** requires the USEPA to designate potential water pollutants as either conventional pollutants or toxic pollutants based on the latest scientific knowledge regarding the effects of pollutants on water quality. Conventional pollutants include biochemical oxygen demand, total suspended solids, fecal coliform, pH, oil, and grease. The USEPA has designated 126 “priority” toxic pollutants.
- **Section 313** requires that each federal agency that has jurisdiction over any facility or is engaged in an activity that may result in discharge or runoff of pollutants must comply with all federal, state, and local water pollution control requirements. This may include adherence to all requirements, including, but not necessarily limited to, reporting, recordkeeping, and/or permitting requirements.
- **Section 401** requires a water quality certification to be issued or waived by states and authorized tribes prior to issuance of a permit or license to conduct activities that may result in discharge to waters of the U.S. In cases where a state or tribe does not have authority, the USEPA is responsible for issuing certification. The major federal licenses and permits subject to Section 401 include: 1) CWA Section 402 and 404 permits issued by the USEPA or U.S. Army Corps of Engineers (USACE); 2) Federal Energy Regulatory Commission (FERC) licenses for hydropower facilities and natural gas pipelines; and 3) Rivers and Harbors Act Section 9 and 10 permits.
- **Section 402** establishes the NPDES. Discharge of point source pollutants to waters of the U.S. are prohibited unless they are compliant with provisions of the CWA. Typically, compliance is achieved by obtaining authorization to discharge pursuant to an NPDES permit issued by the USEPA or a state agency that has an approved NPDES program. NPDES permits generally contain water quality- and/or technology-based standards for effluent discharges, monitoring requirements, analytical testing methods, and reporting requirements.
- **Section 404** requires facilities that discharge dredged or fill materials into waters of the U.S. to apply for a permit issued by the USACE.
- **Section 405** requires that facilities that treated domestic sewage must meet federal requirements for the use and disposal of sewage discharge through land application, surface disposal, or incineration. These requirements are incorporated to permits issued under CWA Section 402.

FEDERAL EMERGENCY MANAGEMENT AGENCY

FEMA oversees floodplains and manages the National Flood Insurance Program. FEMA also prepares the Flood Insurance Rate Maps (FIRMs) for states and other communities participating in the program. FIRMs delineate regulatory floodplains to assist communities with land use and floodplain management decisions. Specifically, Executive Order 11988, Floodplain Management requires federal agencies to avoid long- and short-term impacts associated with the occupancy and modification of floodplains to the extent feasible. Executive Order 11988 also requires agencies to avoid direct and indirect support of

floodplain management wherever there is a practicable alternative. The project site is identified by FEMA as an area of minimal flood hazard (Zone X).

4.8.2.2 State

PORTER-COLOGNE WATER QUALITY CONTROL ACT (1969)

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) (Water Code Section 13000 et seq.) created the SWRCB and the nine Regional Water Quality Control Boards (RWQCBs) within the state. The SWRCB coordinates responsibilities of water quality and water rights within the state. The proposed project is within the jurisdiction of the Central Coast RWQCB, further discussed in Section 4.8.2.3, below.

The Porter-Cologne Act requires that waters of the State are protected. The SWRCB is given authority to enforce the Porter-Cologne Act, as well as CWA Section 401. In California, the SWRCB issues a statewide Construction General Permit to regulate runoff from construction sites involving grading and earth moving in areas over 1 acre. The Construction General Permit also applies to projects of less than 1 acre that are part of a larger plan of common development and requires covered construction projects to use the best available technology economically achievable and the best conventional pollution control technology. Each construction project subject to the Construction General Permit is required to have a Stormwater Pollution Prevention Plan (SWPPP) prepared. A SWPPP identifies likely sources of sediment and pollution and incorporates measures to minimize sediment and pollution in runoff water.

CALIFORNIA FISH AND GAME CODE SECTION 1602

California Fish and Game Code (CFGF) Section 1602 requires any person, state, or local government agency, or public utility proposing a project that may affect a river, stream, or lake to notify the California Department of Fish and Wildlife (CDFW) before beginning the project. CFGF Section 1602 also prohibits discharge of debris, waste, or other material (i.e., material containing crumbled, flakes, or ground pavement) where it may pass into a river, stream, or lake unless authorized by the CDFW. If activities would result in the diversion or obstruction of the natural flow of a stream, substantially alter its bed, channel, or bank, impact riparian vegetation, or adversely affect existing fish and wildlife resources, a Streambed Alteration Agreement is required.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM CONSTRUCTION GENERAL PERMIT

Construction projects in California that disturb 1 or more acres of land surface are required to comply with the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ (as amended by Order No. 2010-0014-DWQ and 2012-006-DWQ) (Construction General Permit). In the project area, the Construction General Permit is issued by the SWRCB and is overseen by the RWQCB. The construction activities subject to this permit include clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but do not include regular maintenance activities.

The purpose of the SWPPP is to 1) help identify the sources of sediment and other pollutants that could affect the quality of stormwater discharges; and 2) describe and ensure the implementation of best management practices (BMPs) to reduce or eliminate sediment and other pollutants in stormwater, as well as non-stormwater discharges resulting from construction activity.

The SWPPP also requires a construction site monitoring program. The monitoring program may include, depending on the project's risk level, visual observations of site discharges, water quality monitoring of site discharges (pH, turbidity, and non-visible pollutants, if applicable), and receiving water monitoring (pH, turbidity, suspended sediment concentration, and bioassessment).

SUSTAINABLE GROUNDWATER MANAGEMENT ACT

The Sustainable Groundwater Management Act (SGMA) is managed by the California Department of Water Resources and provides a long-term statewide framework to protect groundwater resources. The SGMA comprises a three-bill legislative package, including Assembly Bill 1739, Senate Bill (SB) 1168, and SB 1319. The SGMA requires local agencies to form Groundwater Sustainability Agencies for high- and medium-priority basins. It is the responsibility of the Groundwater Sustainability Agencies to prepare and implement a Groundwater Sustainability Plan to mitigate overdraft.

The SGMA does not apply to the adjudicated portion of the Santa Maria Valley Groundwater Basin. Fringe areas of the basin are designated low- and very-low priority and therefore are not mandated to prepare and implement a Groundwater Sustainability Plan.

URBAN WATER MANAGEMENT PLANNING ACT

As a part of the California Water Code, the California Urban Water Management Planning Act requires all urban water suppliers with more than 3,000 connections or distributing more than 3,000 acre-feet per year to complete an Urban Water Management Plan (UWMP) every 5 years ending in "5" and "0". Each plan shall include a description of the service area, existing and planned sources of water available to the supplier, how much water the agency has on a reliable basis, how much it needs for the foreseeable future, what the agency's strategy is for meeting its water needs, the challenges facing the agency, and any other information necessary to provide a general understanding of the agency's plan. In addition, every urban water supplier shall prepare and adopt a water shortage contingency plan as part of its UWMP that includes, but is not limited to, an analysis of water supply reliability over a 20-year planning timeframe, the procedures used in conducting an annual water supply and demand assessment, a definition of standard water shortage levels corresponding to progressive ranges of up to 50% shortages and greater than 50% shortages, and shortage response actions that align with the defined shortage levels.

Golden State Water Company (Golden State Water), as a water supplier subject to the Urban Water Management Planning Act, has prepared a UWMP for its Orcutt Service Area; the last update, the 2020 Orcutt Service Area UWMP, was adopted by the Board of Directors in July 2021 (Tully and Young 2021). The 2020 Orcutt Service Area UWMP provides a water shortage contingency plan in accordance with California Water Code Section 10632(a)(3). The water shortage contingency plan establishes drought response actions to be implemented by Golden State Water in times of shortage depending on the causes, severity, and anticipated duration of the water supply shortage.

4.8.2.3 Local

CENTRAL COAST REGIONAL WATER QUALITY CONTROL BOARD

The protection of water quality within Santa Barbara County, including in the city of Santa Maria, is under the jurisdiction of the Central Coast RWQCB. The Central Coast RWQCB establishes discharge requirements and limitations to maintain water quality objectives identified in the Water Quality Control Plan for the Central Coastal Basin (Basin Plan; RWQCB 2019). The Central Coast RWQCB identifies 20 categories of beneficial uses. Each body of water in the state has a set of beneficial uses, each of which requires different water quality control. Each beneficial use has a set of water quality objectives designed

to protect that use (RWQCB 2019). The closest water bodies—the Santa Maria River, approximately 5.8 miles to the northeast, and Orcutt Creek, approximately 5 miles to the southwest—have the following designated beneficial uses and water quality objectives:

Beneficial Uses: Municipal and domestic water supply, agricultural supply, industrial service supply, groundwater recharge, water contact recreation, non-contact water recreation, wildlife habitat, cold freshwater habitat, warm freshwater habitat, migration of aquatic organisms, rare, threatened, or endangered species, freshwater replenishment, estuarine habitat, and commercial and sport fishing (RWQCB 2019).

Water Quality Objectives: These objectives are generally related to keeping the waters free from colors, tastes, odors, floating materials, suspended materials, settleable materials, oil and grease, sediment, and turbidity that cause nuisance or would affect the beneficial use of the water. Specific beneficial uses have additional objectives that are generally relative to specific pH values, dissolved oxygen values, the chemical constitution of the water, and temperature of the water (RWQCB 2019).

Resolution R3-2013-0032 of the Central Coast RWQCB outlines stormwater management requirements for development projects in the Central Coast region and defines four post-construction requirements to help maintain water quality and overall health and function of watersheds. These requirements are based on the project's type, size, and regional location.

1. **Site Design and Runoff Reduction.** Requirements include limiting disturbance to creeks and drainage features, minimizing compaction of permeable soils, limiting clearing and grading of vegetation, and minimizing impermeable surfaces.
2. **Water Quality Treatment.** Requirements include treating urban runoff with onsite source control systems such as Low-Impact Development (LID) treatment systems, biofiltration treatment systems, or other BMPs to reduce pollution before runoff enters the Municipal Separate Storm Sewer System (MS4).
3. **Runoff Retention.** Prevent offsite discharge from events up to the 95th percentile 24-hour rainfall event (as determined from local rainfall data).
4. **Peak Flow Management.** Post-development peak flows, discharged from the site, shall not exceed peak flows for the 10-year storm event.

Future development on the project site will be required to comply with these post-construction requirements to address stormwater runoff. Compliance will be shown through a stormwater control plan, as required by City stormwater regulations.

CITY OF SANTA MARIA STORM WATER MANAGEMENT PROGRAM AND STORM WATER RUNOFF POLLUTION PREVENTION ORDINANCE

The City proactively manages stormwater within its city limits. Historically, the City focused on the impacts of stormwater as it relates to flood control; however, in the last decade, additional regulations have been adopted in the state that specifically address the discharge quality of stormwater from the City's stormwater conveyance system. The City manages stormwater by regulating and controlling illicit discharge detection and elimination, construction runoff control, and post-construction runoff control.

In 2009, the City adopted a Storm Water Runoff Pollution Prevention Ordinance, adding Chapter 8-12A to the Santa Maria Municipal Code. This ordinance implements policies intended to achieve the goals set forth by the Storm Water Management Program by protecting the City's stormwater collection system and receiving waters from pollutants and complying and requiring compliance with federal and state laws concerning stormwater. Several applicable policy requirements of this ordinance are the following:

Section 8-12A.08. Requirement to Prevent, Control, and Reduce Storm Water Pollutants

- a. **Requirement to Implement Best Management Practices (BMPs).** All responsible parties shall implement appropriate BMPs adopted by the City of Santa Maria for any activity, operation, or facility, which may cause or contribute to pollution or contamination of the storm drain system or receiving waters.
- b. **New Development and Redevelopment.** All responsible parties shall implement City of Santa Maria BMPs to control the volume, rate, and potential pollutant load of storm water runoff from new development and redevelopment projects to minimize the generation, transport, and discharge of pollutants.
- c. **Responsibility to Implement BMPs.** Notwithstanding the presence or absence of requirements promulgated pursuant to subsections (a) and (b) above, any person engaged in activities or operations, or owning facilities or property which will, or may, result in pollutants entering storm water, the storm drain system, or receiving waters shall implement BMPs to prevent and reduce such pollutants to the maximum extent practicable.
 1. **Activities, operations, and facilities include, but are not limited to:** operation, maintenance, and repair of vehicles; use and disposal of chemicals such as paints, pool chemicals, pesticides, herbicides, and fertilizers; parking lots, gasoline stations, and loading docks; trucking, transportation, manufacturing, and processing facilities; waste disposal, recycling, scrap and used parts operations; mobile steam or pressure washing operations; construction projects, and car washing other than individual residential car washing.

Prior to conducting a car wash event, the responsible party shall obtain, either from the City's website (santamariacleanwater.org) or from the Utilities Department, the current BMPs for Car Wash Events. The responsible party shall sign and post the current BMPs in a clearly visible location at the car wash event.
 2. **Construction activities which may result in the release of pollutants to storm water include, but are not limited to:** grading, paving, pouring concrete, painting, and landscaping. Pollutants to be controlled at construction sites include in particular, but are not limited to, soil sediments released by tracking and erosion during and immediately following construction.

Section 8-12A.11. Notification of Spills

Notwithstanding other requirements of law, if any person responsible for a facility or operation, or responsible for emergency response for a facility or operation has information of any known or suspected release of materials which are resulting, or may result, in illicit discharges or pollutants discharging into the storm drain system, said person shall immediately take all necessary steps to ensure the discovery, containment, and cleanup of such a release. In the event of a release of materials, said person shall notify the City of Santa Maria in person at 2065 East Main Street, Santa Maria, or by phone to 805-928-3781, ext. 2277, or 805-925-0951 ext. 7270, no later than 5:00 p.m. the next business day. Notifications shall be confirmed by follow-up correspondence addressed to the City of Santa Maria, Department of Utilities, 2065 East Main Street, Santa Maria, CA, 93454 within three days of the initial notification.

4.8.3 Thresholds of Significance

The following thresholds of significance for the effects related to hydrology and water quality are based on Appendix G of the State CEQA Guidelines. An impact is considered significant if the project would:

- a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality.
- b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. Result in substantial erosion or siltation on- or off-site;
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
 - 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
 - iv. Impede or redirect flood flows.
- d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Each of these thresholds is discussed under Section 4.8.5, Project-Specific Impacts and Mitigation Measures, below.

4.8.4 Impact Assessment Methodology

For the purposes of this analysis, relevant documents were reviewed including documents related to hydrology and water quality associated with the project site, the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021), and the Water Supply Assessment for Richards Ranch (Todd Groundwater 2022). The Geotechnical Engineering Report describes the geologic conditions of the site based on a general site reconnaissance, subsurface exploration, laboratory testing of selected samples, and geotechnical analysis of data. The Water Supply Assessment evaluates the availability of a sustainable water supply for the project. To achieve this, the Water Supply Assessment documents the City's, Golden State Water's, and the SMVMA available water supply and demand and compares this to normal and drought conditions through 2045.

4.8.5 Project-Specific Impacts and Mitigation Measures

Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?

WATER QUALITY EFFECTS FROM CONSTRUCTION

Water quality can be affected in the short term by construction activity (e.g., erosion and sedimentation due to land disturbances, uncontained material and equipment storage areas, or improper handling of

hazardous materials). Without proper consideration, construction activities can degrade water quality in receiving waterbodies, leading to violation of water quality standards and/or Basin Plan objectives.

The project site consists of undeveloped land that is mostly flat, with some gentle sloping downward from east to west. No natural drainage or surface water features are present on the project site and the project site is not located within an identified flood zone. The project would change the existing vacant and undeveloped condition of the site to a development of commercial and residential land uses. While the exact development plan has not been finalized, the project would result in an overall increase in impervious land use types. Based on estimates provided by the Applicant at this stage of the project design, the project would result in the addition of approximately 30 acres of impervious surfaces, or 70% of the 43.75-acre site.

Soils underlying the project site are considered highly erosive (Earth Systems Pacific 2021). During construction, particularly during phases that include excavation, grading, and other earthwork, the potential exists for substantial increases in soil erosion and sediment transport that have the potential to affect water quality from runoff. Construction would also involve activities that would generate new sources of pollutants onsite, such as pesticides, fertilizers, oils, grease, lubricants, and sediment in urban runoff. New impervious surfaces, including roads and parking lots, collect automobile-derived pollutants such as oils, greases, heavy metals, and rubber. During storm events, these pollutants would be transported into the proposed stormwater management system by surface runoff. An increase in point source and nonpoint source pollution could result from increases in development intensity that may directly impact water quality specific to site drainage patterns. Accordingly, disturbed soils, sedimentation, and contaminants that are mobilized by water flow may ultimately be conveyed through existing drainages and culverts to the Santa Maria River.

As part of the permitting and approval of development on the site after annexation to the City, the developer would be required to develop and implement a SWPPP in accordance with the Construction General Permit. The SWPPP would include a grading plan, a drainage plan, an erosion and sedimentation control plan, pollutant sources, BMP identification, and post-construction stormwater management. The SWPPP would include a description of potential sources of pollutants, including pollutants originating from offsite, which may flow across or through areas of construction. The SWPPP would specify the location, type, and maintenance requirements for BMPs necessary to prevent stormwater runoff from carrying construction-related pollutants into nearby receiving waters (in this case, Santa Maria River). BMPs must be implemented to address the potential release of fuels, oil, and/or lubricants from construction vehicles and equipment (e.g., drip pans, secondary containment, washing stations); release of sediment from material stockpiles and other construction-related excavations (e.g., sediment barriers, soil binders); and other construction-related activities with the potential to adversely affect water quality. The number, type, location, and maintenance requirements of BMPs to be implemented as part of the SWPPP depend on site-specific risk factors, such as soil erosivity factors, construction season/duration, and receiving water sensitivity.

An Erosion and Sedimentation Control Plan would be included with the SWPPP. The Erosion and Sediment Control Plan would include a description of the BMPs to reduce the tracking of sediment onto public or private roads at all times. The Erosion and Sediment Control Plan would also contain erosion and sediment controls, soil stabilization, dewatering, source controls, and pollution prevention measures per the California Stormwater Quality Association's (2003) *Stormwater Best Management Practice Handbook* and must describe the rationale used to select BMPs.

Compliance with the requirements of the Central Coast RWQCB requirements (CWA NPDES Program and Porter-Cologne Act waste discharge requirements), Construction General Permit, and City stormwater regulations are sufficient to address the potential for buildout of the project to violate water

quality standards or waste discharge requirements. However, because the project is only at the annexation stage and a formal development application has not been processed, it is not certain when these guidelines and requirements would be implemented. These requirements have been included in Mitigation Measures HYD/mm-1.1 and HYD/mm-1.2 to ensure proper timing and that the requirements be included on construction plans. With the implementation of these mitigation measures, impacts resulting from construction of the project that could violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality and the potential for the impact would be *less than significant with mitigation*.

HYD Impact 1	
Construction of the project could violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	
Mitigation Measures	
Implement Mitigation Measure GEO/mm-5.1.	
HYD/mm-1.1	<i>Prior to the issuance of building permits, the developer shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) according to General Permit Order 2009-0009 or any subsequent order for approval by the City of Santa Maria Public Works Department and the Central Coast Regional Water Quality Control Board (RWQCB). The SWPPP shall include best management practices (BMPs) to reduce erosive and polluted runoff during all phases of project construction. BMPs shall be approved by the City and the Central Coast RWQCB along with the SWPPP. These measures shall be included on all construction plans. BMPs may include, but are not limited to, erosion and sediment controls and vehicle and equipment monitoring and maintenance, as identified below:</i> <i>Erosion and sediment controls, including silt fences, straw wattles, berms, sediment basins, runoff diversions, or other erosion control measures approved by the Central Coast RWQCB shall be installed properly to increase effectiveness and shall be maintained regularly.</i> <i>Vehicle and equipment maintenance and monitoring would require that all equipment and vehicles shall be checked and maintained daily to prevent spills of fuel, oil, and other hazardous materials. A designated staging area shall be established for vehicle/equipment parking and storage of fuel, lubricants, and solvents. The staging area shall be located a minimum of 100-feet from roadside drainages or culverts. All fueling and maintenance activities shall take place in the designated staging area.</i> <i>Compliance with the SWPPP during project construction shall be monitored by the City's Public Works Department during all construction phases.</i>
HYD/mm-1.2	<i>As specified in the SWPPP(s) and the City's stormwater regulations, prior to issuance of a building permit for ground disturbing activities, the developer shall prepare and submit site-specific erosion and sediment control plans for mass grading as well as for development of each development area within the site. The plans shall be designed to minimize erosion and water quality impacts, and shall be consistent with the requirements of the project's SWPPP(s). The plans shall include the following:</i> <i>Graded areas shall be revegetated with deep-rooted, native, non-invasive drought tolerant species to minimize slope failure and erosion potential. Geotextile fabrics shall be used as necessary to hold slope soils until vegetation is established;</i> <i>Temporary storage of construction equipment shall be limited to a minimum of 100 feet away from drainages on the project site;</i> <i>Erosion control structures shall be installed in compliance with BIO/mm-1.4;</i> <i>Demonstrate peak flows and runoff for each phase of construction; and</i>

HYD Impact 1
e. <i>Erosion and sediment control plans shall be submitted for review and approval by City staff and all requirements shall be included on construction plans.</i> <i>The developer shall ensure installation of erosion control structures prior to beginning of any construction or grading activities subject to review and approval by the City.</i>
Residual Impacts
<i>Upon implementation of Mitigation Measure GEO/mm-5.1, HYD/mm-1.1, and HYD/mm-1.2, residual impacts would be less than significant.</i>

WATER QUALITY EFFECTS FROM OPERATION

The project would increase impervious surfaces on the project site and would also result in an increase of people and vehicles on the project site. These increases would have the potential to increase the pollutants and non-stormwater discharges that could adversely impact water quality.

All stormwater basins would be designed to meet the City's Public Improvement Standards. Neighborhood and internal roads would be designed to also include areas to treat and address runoff. Inlets and/or catch basins would also be integrated within these areas for larger storm event overflow. Storm drain inlets/culverts would be added and spaced appropriately to collect and convey large storm event overflow runoff towards proposed downstream basins. Overflow structures, culverts, weirs, or other devices would be added and sized to meet discharge flows for both the City requirements and the Central Coast RWQCB post-construction stormwater requirements.

The project would be subject to Central Coast RWQCB post-construction stormwater management requirements, in accordance with the Post-Construction Stormwater Management Resolution R3-2013-0032 and the edition of the City's Stormwater Guidance Document that is current at the time that development permits are being sought.

- **Site Design and Runoff Reduction.** Low-impact design measures, minimizing impervious surfaces, and limiting grading and removal of native vegetation.
- **Water Quality Treatment.** Onsite stormwater treatment will be achieved through biofiltration and LID systems designed to retain stormwater runoff equal to the volume of runoff generated by the 85th percentile 24-hour storm event.
- **Runoff Retention.** The 95th percentile rainfall event is to be retained and stored in onsite retention basins.
- **Peak Management.** Post-development flows discharged from the site shall not exceed pre-project 2- through 10-year peak flows.

The inclusion of the Central Coast RWQCB post-construction stormwater management requirements and operational source control BMPs would guide development of the project to manage stormwater runoff consistent with City and Central Coast RWQCB requirements.

Mitigation would be required for inclusion of locally appropriate stormwater BMPs in the final design of the stormwater quality system, and to ensure that the stormwater quality system is maintained for long-term operation. With the inclusion of these measures, potential impacts to water quality resulting from runoff during operation of future development would be *less than significant with mitigation*.

HYD Impact 2	
Operation of the project could violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	
Mitigation Measures	
HYD/mm-2.1	<i>The developer shall prepare a development maintenance manual for the stormwater quality system and low impact development BMPs. The maintenance manual shall include detailed procedures for maintenance and operations of all stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned, and maintained in accordance with the manufacturer's or designer's maintenance specifications. The manual shall require that devices be cleaned annually prior to the onset of the rainy season (i.e., October 15) and immediately after the end of the rainy season (i.e., May 15). The manual shall also require that all devices be checked after major storm events.</i>
HYD/mm-2.2	<i>The property manager(s) or acceptable maintenance organization shall submit to the City Public Works Department a detailed report prepared by a licensed Civil Engineer addressing the condition of all private stormwater facilities, BMPs, and any necessary maintenance activities on a semi-annual basis (October 15 and May 15 of each year). The requirement for maintenance and report submittal shall be recorded against the property.</i>
HYD/mm-2.3	<i>BMP devices shall be incorporated into the stormwater quality system depicted in the erosion and sediment control plan (HYD/mm-1.2). BMPs shall include, at a minimum, the BMPs and source control measures and maintenance requirements for permanent and operation source control BMPs for landscaping, waste disposal, outdoor equipment storage, and parking.</i>
Residual Impacts	
<i>Upon implementation of Mitigation Measure HYD/mm-2.1, HYD/mm-2.2, and HYD/mm-2.3, residual impacts would be less than significant.</i>	

Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

GROUNDWATER SUPPLY

Future development of the project site would not directly pump local groundwater to serve the project's water demand. Domestic water and water for fire protection would be supplied by Golden State Water. The project site is within Golden State Water's Orcutt Service Area, which is managed by the 2020 Orcutt Service Area UWMP. The primary water supply for this service area consists of groundwater pumped from the Santa Maria Valley Groundwater Basin through Golden State Water's wells, SWP supplies purchased directly from Central Coast Water Authority, water contracts with City of Santa Maria, and associated return flows that may be recaptured by Golden State Water from the Santa Maria Valley Groundwater Basin (Tully and Young 2021).

The project is subject to the supplemental water requirement pursuant to the Court-adopted Stipulation in *Santa Maria Valley Water Conservation District v City of Santa Maria, et al.* (and related actions), Lead Case No. CV 770214, Superior Court of the State California, County of Santa Clara, in January 2008, and Commission Decision No. 13-05-011, therefore, a source of supplemental water to offset the increased water demand must be provided. Based on Golden State Water's Preliminary Can and Will Serve Letter,

Golden State Water does not currently have any available supplemental water to serve the project. Therefore, the project would be required to a source of supplemental water.

Golden State Water calculated water demand for the project consistent with their methodology to estimate the supplemental water needed to serve the project (Todd Groundwater 2022). The annual water demand for the project is approximately 149.05 acre-feet per year. The City has indicated that if the project is annexed to the City, the City would allow the project to purchase supplemental water and to be served by Golden State Water. Agreement details would need to be formalized and would occur after annexation.

The City derives its water supply primarily from imported SWP water and from local groundwater. The City's water supply is expected to reliably meet the projected water demand and have an available water supply in excess through 2045, with most of the demand being met by imported SWP water. The City has adequate supplemental water from its various water rights to provide for this project when annexed (Todd Groundwater 2022).

Impacts to the hydrologic conditions of groundwater resources and the groundwater level of the Santa Maria Basin would be *less than significant*. Impacts associated with the availability of an adequate water supply (including supply from sources other than groundwater) are addressed in Section 4.14, Utilities and Service Systems.

HYD Impact 3
Implementation of the project would not substantially decrease groundwater supplies and impede sustainable groundwater management of the basin.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Impacts related to groundwater management and supply would be less than significant.</i>

GROUNDWATER RECHARGE

Future development associated with the project would result in approximately 30 acres of impervious area, with the remaining areas as open landscape or park areas. As noted in the Geotechnical Engineering Report (Earth Systems Pacific 2021), the project site is underlain by Pleistocene dune sand (Qoe) and late Pleistocene younger terrace deposits (Qto2) (Sweetkind et al. 2021) and there is groundwater present in portions of the site at approximately 9.5 feet. There would be a loss of basin-wide percolation and groundwater recharge due to the significant increase in impervious surfaces. The inclusion of the Central Coast RWQCB post-construction stormwater management requirements would lessen this impact. One of these requirements is that the 95th percentile rainfall event is to be retained and stored in onsite retention basins, which allows for percolation back into the water table. Neighborhood and internal road sections would be required through post-construction stormwater management requirements to include roadside LID areas to collect and treat stormwater runoff before percolation. Open spaces between areas of proposed development (e.g., inlets and/or catch basins) would be integrated within the developed areas for larger storm event overflow and to encourage infiltration into the ground. This design would allow for project impacts related to groundwater recharge to be offset by implementation of project BMPs and the Central Coast RWQCB post-construction stormwater management requirements to manage and retain the 95th percentile rainfall stormwater onsite. Therefore, even though the project would increase impervious

surfaces, the project would not substantially affect groundwater recharge and impacts would be *less than significant*.

HYD Impact 4
The project could interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Impacts associated with groundwater supplies and recharge would be less than significant.</i>

Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i. Result in substantial erosion or siltation on- or off-site;***
- ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;***
- 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***
- iv. Impede or redirect flood flows?***

The proposed project would alter the existing drainage pattern located on the project site; however, this would not involve the alteration of an existing surface water resource such as a stream or river. As discussed above, the project site does not have any mapped or defined watercourses, drainages, or wetlands and is not located within an identified flood zone. Adjacent to the project site are several rock ditches leading to culverts under Orcutt Road, which manage stormwater runoff from Orcutt Road and UVP.

The existing topography of the project site is fairly flat and drains in sheet flow to the northeast. Alteration of drainage patterns is not anticipated to result in flooding on- or off-site because the project site would likely be graded to maintain its natural flat grade. Following construction activities, the project would increase the amount of impervious surface area onsite. Project design would be required to be consistent with the Central Coast RWQCB's post-construction stormwater management requirements. Future proposed stormwater basins would be rough graded to create the basin shape, bottom, and top bench. Relatively flat sloped areas would be created for each use area to direct stormwater runoff to these proposed basins. Consistent with City regulations, each phase of project development would require a comprehensive drainage plan to demonstrate stormwater runoff is conveyed in a non-erosive manner in accordance with the RWQCB stormwater requirements and City Public Improvement Standards.

With adequate implementation and maintenance of SWPPPs, erosion and stormwater control plans, and drainage plans that would be required for any future development within the project site, the proposed

project would not substantially alter the drainage pattern beyond the construction footprint and would not alter offsite drainage patterns. In addition, Mitigation Measure GEO/mm-5.1 has been identified to stabilize surface soils during and following grading and construction activities. Impacts would be *less than significant with mitigation*.

HYD Impact 5
If the proper design measures and BMPs were not implemented, the project could alter the existing drainage pattern of the site or increase surface water runoff in a manner that could result in substantial erosion, siltation, and/or loss of topsoil.
Mitigation Measures
Implement Mitigation Measures GEO/mm-5.1 and HYD/mm-1.1, HYD/mm-1.2, and HYD/mm2.1 through HYD/mm-2.3.
Residual Impacts
Upon implementation of GEO/mm-5.1 and HYD/mm-1.1, HYD/mm-1.2, and HYD/mm2.1 through HYD/mm-2.3, potential impacts associated with soil erosion and loss of topsoil would be <i>less than significant with mitigation</i> .

In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The project site is not located within a flood hazard zone, tsunami zone, or seiche zone and, therefore, there would be no risk of release of pollutants due to project inundation by these hazards (California Governor's Office of Emergency Services 2015; City of Santa Maria 1995; FEMA 2005). For these reasons, *no impacts* would occur related to flood hazard zone, tsunami zone, or seiche zone.

HYD Impact 6
The project site is not in a flood hazard zone, tsunami zone, or seiche zone and, therefore, there would be no risk of release of pollutants due to project inundation by these hazards.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>No impacts would occur as the project site is not in a flood hazard zone, tsunami zone, or seiche zone.</i>

Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Water Quality Control Plan for the Central Coastal Basin, prepared by the Central Coast RWQCB, designates beneficial uses and establishes objectives and implementation actions for the quality of surface water and groundwater in the region. As discussed under HYD Impacts 1 and 2, stormwater quality during construction and operation of the project would generally be controlled through compliance with the existing stormwater control regulations, including City regulations and the City Stormwater Management Plan, and the Construction General Permit. Further, the use of LID techniques would control stormwater and prevent contamination to surface water resources. Therefore, compliance with existing regulatory requirements, particularly NPDES permit requirements, would minimize the potential for projects developed within the project area to conflict with the Basin Plan.

The project area is within an adjudicated portion of the Santa Maria Valley Groundwater Basin that is not subject to the SGMA and does not have a sustainable groundwater management plan in place, but rather is subject to management by the courts.

Mitigation would be required for inclusion of locally appropriate stormwater BMPs in the final design of the stormwater quality system, and to ensure that the stormwater quality system is maintained for long-term operation. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be *less than significant with mitigation*.

HYD Impact 7
Implementation of the project would not conflict with or obstruct implantation of a water quality control plan or sustainable groundwater management plan.
<i>Mitigation Measures</i>
<i>Implement HYD/mm-1.1, HYD/mm-1.2, HYD/mm-2.1, HYD/mm-2.2, and HYD/mm-2.3.</i>
<i>Residual Impacts</i>
<i>Upon implementation of HYD/mm-1.1, HYD/mm-1.2, HYD/mm-2.1, HYD/mm-2.2, and HYD/mm-2.3, the project would be not create inconsistencies with applicable water quality control plans or sustainable groundwater management plans and impacts would be less than significant.</i>

4.8.6 Cumulative Impacts

Cumulative development in the project vicinity would result in a change from generally undeveloped land to impervious surfaces that would result in urban pollutant discharge/runoff to surface waters and percolation to groundwater. Construction activities associated with future development could also result in the pollution of natural watercourses or underground aquifers. The types of pollutant discharges that could occur as a result of construction include accidental spillage of fuel and lubricants, discharge of excess concrete, and an increase in sediment runoff. Storm runoff concentrations of oil, grease, heavy metals, and debris increase as the amount of urban development increases in the watershed. However, when properly implemented, water quality requirements of the Central Coast RWQCB and the City would mitigate any adverse impacts resulting from new development within the region. Therefore, the anticipated cumulative impact to hydrology and water quality that the project would contribute to would be less than cumulatively considerable and *less than significant with mitigation*.

HYD Impact 8
The project could result in cumulatively considerable impacts to biological resources.
<i>Mitigation Measures</i>
<i>Implement Mitigation Measures GEO/mm-5.1, HYD/mm-1.1, HYD/mm-1.2, and HYD/mm-2.1 through HYD/mm-2.3.</i>
<i>Residual Impacts</i>
<i>With implementation of the identified mitigation measures, residual cumulative hydrology and water quality resource impacts would be less than significant.</i>

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4.9 LAND USE AND PLANNING

This section describes existing and proposed land uses within the project site and the site vicinity, their consistency with applicable land use policies, and potential impacts that may result from conflicts with applicable land use policies. This analysis includes consideration of environmental policies that are contained within the City of Santa Maria (City) General Plan, the Santa Barbara County Local Agency Formation Commission (SBLAFCO) policies and procedures, and the land use plans related to the Santa Maria Public Airport.

4.9.1 Existing Conditions

4.9.1.1 Regional Setting

The project site is located in the unincorporated community of Orcutt, in the northwestern portion of Santa Barbara County. The community of Orcutt is located immediately south of the City of Santa Maria and is described by the majority of its residents as a suburb of the city (County of Santa Barbara 2020). The population growth rate within the community has historically been higher than most other areas within Santa Barbara County. The dominant land uses within the community have historically been residential uses, reflecting Orcutt's current character as a "bedroom" community (County of Santa Barbara 2020).

The site is located adjacent to the southeastern Santa Maria city limits (see Figure 2-1). Land uses within the city generally include residential uses, which represent approximately 37% of the total land area in the city, commercial and office uses, which account for approximately 10% of the total land area, and industrial/airport service uses, which account for approximately 23% of the total land area (City of Santa Maria 2011). The majority of land uses within the city are composed of low- to medium-intensity development. The city of Santa Maria is one of the fastest growing cities in the Central Coast region, and historically has accommodated growth by annexing and developing vacant or agricultural land (City of Santa Maria 2020).

4.9.1.2 Surrounding Land Uses and Land Use Designations

Land uses surrounding the project site include State Route (SR) 135 and multi-family residential and agricultural fields within the city limits to the west; single-family residential development to the north; single-family residential development, vacant land, and a church to the south; and multi-family townhomes, a park, and vacant land to the east (Table 4.9-1). In addition to existing development and land uses, potential future development west of the project site includes professional office spaces, a gas/convenience store, restaurants, a home furnishing and appliance store, a commercial marketplace, medical offices, public facilities, a self-storage facility, and a stormwater basin associated with the Santa Maria Airport Business Park Specific Plan Amendment project.

Land uses within Santa Barbara County's jurisdiction border the project site on three sides—north, east, and south—and include residential uses of varying densities and neighborhood commercial uses along SR 135. Development on these properties is governed by the Santa Barbara County Land Use & Development Code, the Santa Barbara County Comprehensive Plan Land Use Element, the Orcutt Community Plan, and the Santa Barbara County Airport Land Use Plan.

Table 4.9-1. Existing Land Uses in the Project Vicinity

Location	Jurisdiction	Existing Uses
North of the project site	Santa Barbara County	Single-family residential neighborhood, neighborhood commercial uses including, but not limited to, Studio 805 Salon & Barber Shop, Melody Mini Market Convenience Store, Thai Hut restaurant, and Chef Ricks Ultimately Fine Foods restaurant
East of the project site	Santa Barbara County	Vacant land, multi-family residential uses, Hummel Park
South of the project site	Santa Barbara County	Gloria Dei Lutheran Church, single-family residential neighborhood
West of the project site	City of Santa Maria	Existing – SR 135, multi-family residential neighborhood, single-family residential neighborhood, agricultural cultivation, and public facilities including the Foodbank of Santa Barbara County and County of Santa Barbara: Santa Maria Animal Shelter
Approximately 1 mile northwest of the project site	City of Santa Maria	Santa Maria Airport and associated facilities

County Zoning designations located in proximity to the project, as described in the County Land Use and Development Code, include the following (County of Santa Barbara 2021; Figure 4.9-1):

- **Design Residential (DR).** The DR zone is applied to areas appropriate for single-family, two-family (duplexes), and multi-family dwellings. This zone is intended to ensure comprehensively planned and well-designed residential development, while allowing flexibility and encouraging innovation and diverse design, and requiring that substantial open space be maintained within new residential developments.
 - **DR-##.** The number of dwelling units per gross acre shall not exceed the maximum of the number following the DR designation (e.g., land within DR-3.3 shall not have more than 3.3 dwelling units per gross acre, land within DR-6 shall not have more than 6 dwelling units per gross acre, etc.).
- **Residential Single-Family (R-1).** The R-1 zone is applied to areas appropriately located for one-family living at a reasonable range of population densities, consistent with sound standards of public health, safety, and welfare. This zone is intended to protect the residential characteristics of an area and to promote a suitable environment for family life.
 - **7-R-1.** Land within the 7-R-1 zone shall have a minimum lot and building site area of 7,000 square feet and a minimum lot width of 65 feet.
 - **8-R-1.** Land within the 8-R-1 zone shall have a minimum lot and building site area of 8,000 square feet and a minimum lot width of 75 feet.
 - **10-R-1.** Land within the 10-R-1 zone shall have a minimum lot and building site area of 10,000 square feet and a minimum lot width of 80 feet.
- **Highway Commercial (CH).** The CH zone is applied to areas adjacent and accessible to highways or freeways appropriate for uses that serve the highway traveler.
- **Neighborhood Commercial (CN).** The CN zone is applied to areas within residential neighborhoods appropriate for local retail or service businesses to meet daily needs for food, drugs, gasoline, and other incidentals of residents in the immediate area. The intent is to provide local serving commercial establishments while preserving the residential character of the area.
- **Recreation (REC).** The REC zone is applied to provide public or private open space areas appropriate for various forms of outdoor recreation. The intent is to encourage outdoor recreational uses that will protect and enhance areas with the potential to accommodate both active and passive recreation because of their beauty and natural features. Proposed recreational uses should complement and be appropriate to the area's natural features.

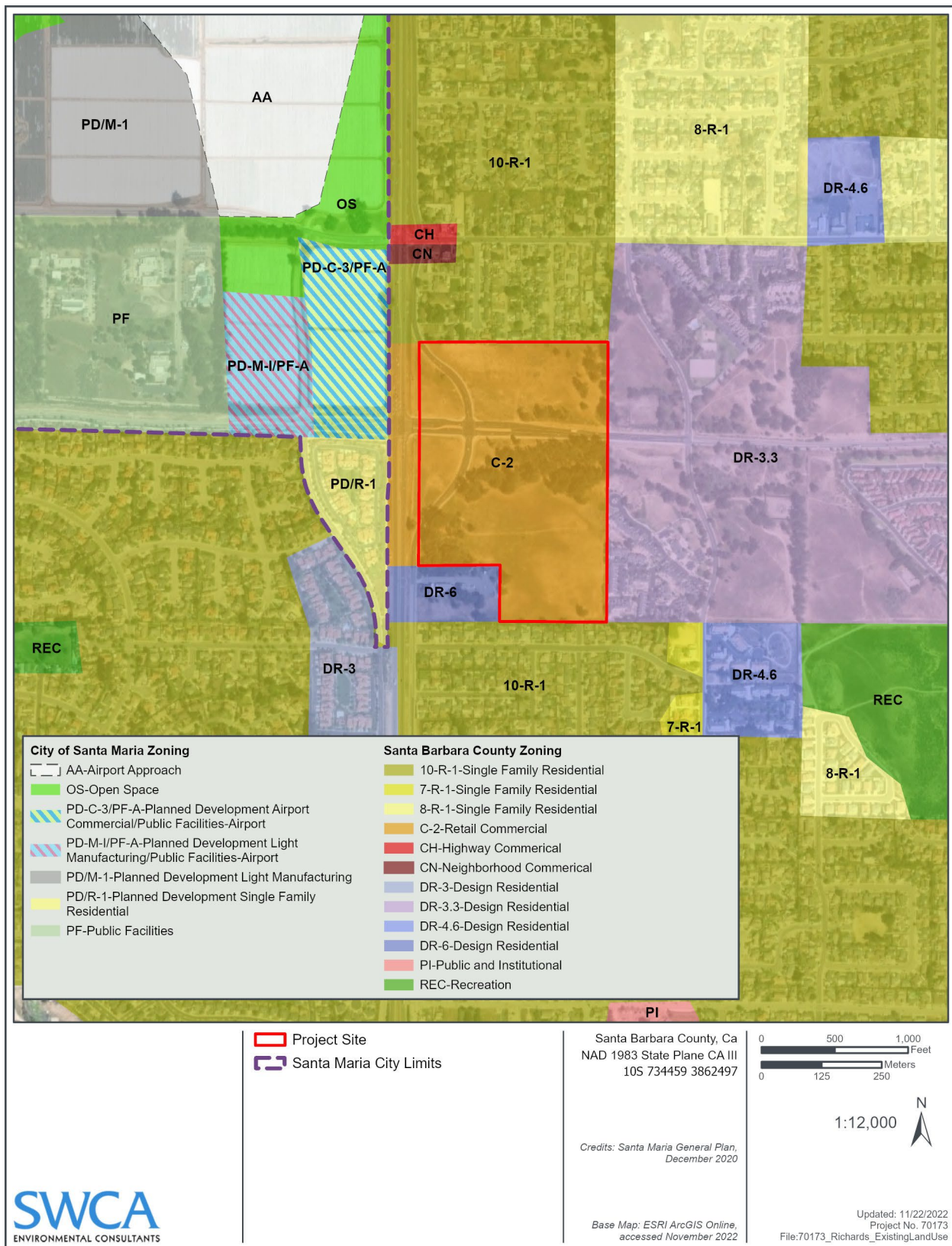


Figure 4.9-1. Existing City and County zoning designations.

- **Public and Institutional (PI).** The PI zone is applied to areas appropriate for professional uses, and for educational, institutional, governmental, and other public facilities. It is the intent of this zone to ensure that these uses are well-designated and landscaped, and harmonious with surrounding land uses.

Land uses within the City of Santa Maria's jurisdiction are located west of the project site and include a variety of open space and low-intensity uses, single-family residential areas, agricultural operations, airport-serving commercial, and County office facilities.

Development on these properties is governed by the City's General Plan Land Use Element, Title 12 of the City's Municipal Code (2022, herein referred to as the City Zoning Ordinance), the Santa Maria Airport Business Park Specific Plan, and the Santa Barbara County Airport Land Use Plan. The City Land Use Element identifies the General Plan designations assigned to geographic locations within the city, which provides a basis for appropriate specific zoning districts, which are defined in the City's Zoning Ordinance.

City General Plan designations located in proximity to the project site include Airport Commercial (AC), Light Industrial (LI), Recreation Open Space (COS), Community Facilities (CF), Lower-Density Residential (LWDR-4), Low Density Residential (LDR-5), Low Medium Density Residential (LMDR-8), High Density Residential (HDR-22), and Neighborhood Commercial (NC) (Figure 4.9-2). Each of these designations, as defined in the City Land Use Element, are described below (City of Santa Maria 2007, 2011):

- **Airport - Airport Service (AC).** The purpose of this designation is to provide a broad category facilitating the airport and airport-related commercial uses not adversely affected by airport operations, to provide for specific areas for aircraft operation and navigation aids, and to minimize the hazard to safe landing and take-off of aircraft.
- **Light Industrial (LI).** The purpose of this designation is to accommodate industrial uses which contain the process primarily within the building, do not generate negative environmental impacts, and which are most compatible with adjacent nonindustrial uses.
- **Recreation Open Space (ROS).** The purpose of this designation is to preserve certain areas for present and future agricultural production, protect natural resources, provide for recreation and scenic protection, provide scenic areas along railroad rights-of-way, act as an urban agriculture buffer, allow mineral extraction, and act as a safety buffer between the urban land uses and the levee. It also provides for limited residential uses.
 - **Detention Basin (ROS-DB).** This designation includes existing and proposed stormwater detention basin facilities.
 - **Conservation Open Space (COS).** This designation includes areas subject to flood hazard, significant groundwater recharge areas, well farms, areas adjacent to creek beds, areas of surface and subsurface mineral extraction, levee buffer, airport safety areas, and publicly owned landscaped areas.
- **Community Facilities (CF).** The purpose of this designation is to provide for necessary facilities for use by the public. Within this designation a range of public facilities can be developed, including schools and government buildings.
- **Lower-Density Residential (LWDR-4).** The purpose of this designation is to encourage high quality single-family residential development on larger lots. Within this designation, single-family detached dwelling units with overall (average) density are not to exceed four dwelling units per acre with variable lot sizes for single-family detached units up to 1 acre in size.

- **Low Density Residential (LDR-5).** The purpose of this designation is to encourage new areas with overall residential densities on a wide range of standard sized lots, providing the amenities and open spaces associated with traditional single-family areas, and stabilizing existing areas by discouraging intensification of density. This designation provides for single-family detached dwelling units with overall (average) density not to exceed five dwelling units per acre with variable lot sizes for single-family detached units up to one-fourth acre in size.
- **Low Medium Density Residential (LMDR-8).** The purpose of this designation is to encourage residential 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. Within this designation, single-family detached dwelling units are allowed uses, given that overall (average) density does not exceed eight dwelling units per acre, with variable lot sizes for single-family detached units.
- **High Density Residential (HDR-22).** The purpose of this designation is to provide for an urban residential environment, preferably close to shopping facilities and existing activity centers, as well as provide an incentive for reinvestment in older established areas. Within this designation, duplexes, triplexes, and larger multi-family complexes are allowed uses, given that overall density does not exceed 22 dwelling units per acre. Senior citizen housing may also be permitted to a maximum density of 30 dwelling units per acre.
- **Neighborhood Commercial (NC).** The purpose of this designation is to provide areas that offer convenience goods and services to local residents without disrupting the residential character of an area. These areas are intended to be small in size and not geared to providing a multitude of more specialized goods and services serving a community-wide or regional market. Some residential uses may be allowed above first-floor commercial/office uses.

The project site is located within the City's Sphere of Influence (SOI) (Figure 4.9-2), as defined in the City of Santa Maria General Plan and approved by the SBLAFCO. An SOI is a planning boundary that is outside of an agency's legal boundary (i.e., the city limits) that defines the agency's probable future boundary and service area. For lands to be considered for annexation into a city, the land must be within the city's designated SOI.

City Zoning districts located in proximity to the project site, as described in the City Zoning Ordinance, include the following (City of Santa Maria 2022):

- **Single Family Residential (R-1).** The R-1 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. Permitted uses within the district include, but are not limited to, single-family dwellings, accessory dwelling units, home occupations (subject to home occupation regulations), care of nonrelated persons (six or less persons), keeping of household pets, aviaries, and greenhouses for domestic or hobby use, small family daycare homes, and crop and tree farming.
- **Light Manufacturing (M-1).** The M-1 district is designed and intended to accommodate light industrial and design-research facilities which are self-contained and whose processes are characterized by the low generation of adverse impacts, and non-public-oriented offices which do not provide services to or cater to the general public. Permitted uses within the district include, but are not limited to, administrative offices, non-public-oriented offices, scientific research laboratories, light assembly, warehousing and wholesale distributors, printing, publishing, and manufacturing, processing, and packaging of pharmaceuticals, drugs, and medical instruments.

- **Public Facilities (PF).** The PF district is designed and intended to provide for those uses and activities which serve the public and are generally conducted by government agencies or charitable and philanthropic nonprofit organizations. Permitted uses within the PF district include, but are not limited to, governmental buildings and facilities designed for public use and accommodation, public libraries, museums, schools and colleges, student housing, cemeteries, charitable and philanthropic institutions, churches, and water and wastewater treatment plants, substations, and other public service facilities of a similar nature.
 - **Public Facilities – Airport (PF-A).** The PF-A district is designed and intended to provide for those uses and activities which serve the public and are generally conducted by government agencies or charitable and philanthropic nonprofit organizations, except that this zone has been modified from that in Chapter 18 of the Zoning Ordinance to reflect the fact that the PF-A zone is located near the Airport necessitating caution in the concentration of public activities.
- **Open Space (OS).** The OS district is designed and intended to provide open space for the preservation of natural resources, managed production of resources, outdoor recreation, the protection of public health and safety, and to preserve natural scenic areas for future populations, and to provide areas for future planned growth of the city. Permitted uses within this zone include agricultural lands, rangelands, areas required for recharge of groundwater basin, including retention basins required for flood control, areas required for the preservation of plants and animal life, including habitat for wildlife species, areas for outdoor recreation, areas that require special management or regulation because of hazardous conditions, and land reclamation projects.
- **Airport Approach Zone (AA).** The AA district is established in order to minimize potential hazards to safe landing and take-off of aircraft using the Santa Maria Public Airport by limiting the heights of buildings, accessory structures, and uses within the aerial approaches.
- **Planned Development Overlay (PD).** The PD overlay is designed and intended to provide for the orderly development of land in conformance with the comprehensive land use element and other elements of the General Plan of the City by permitting a flexible design approach to the development of a total community environment equal to or better than that resulting from traditional lot-by-lot development. The district is designed and intended to accommodate various types of development such as neighborhood and district shopping centers, professional and administrative office complexes, multiple housing developments, single-family residential developments, commercial service centers, and light industrial parks, or any other use or combination of uses which can be made appropriately a part of a total planned development, in accordance with City General Plan and any applicable specific plan.

Permitted uses described for each zoning district above are uses that would be allowed to be established with a minor use permit. Additional types of land uses may be approved as well, upon approval of a conditional use permit.

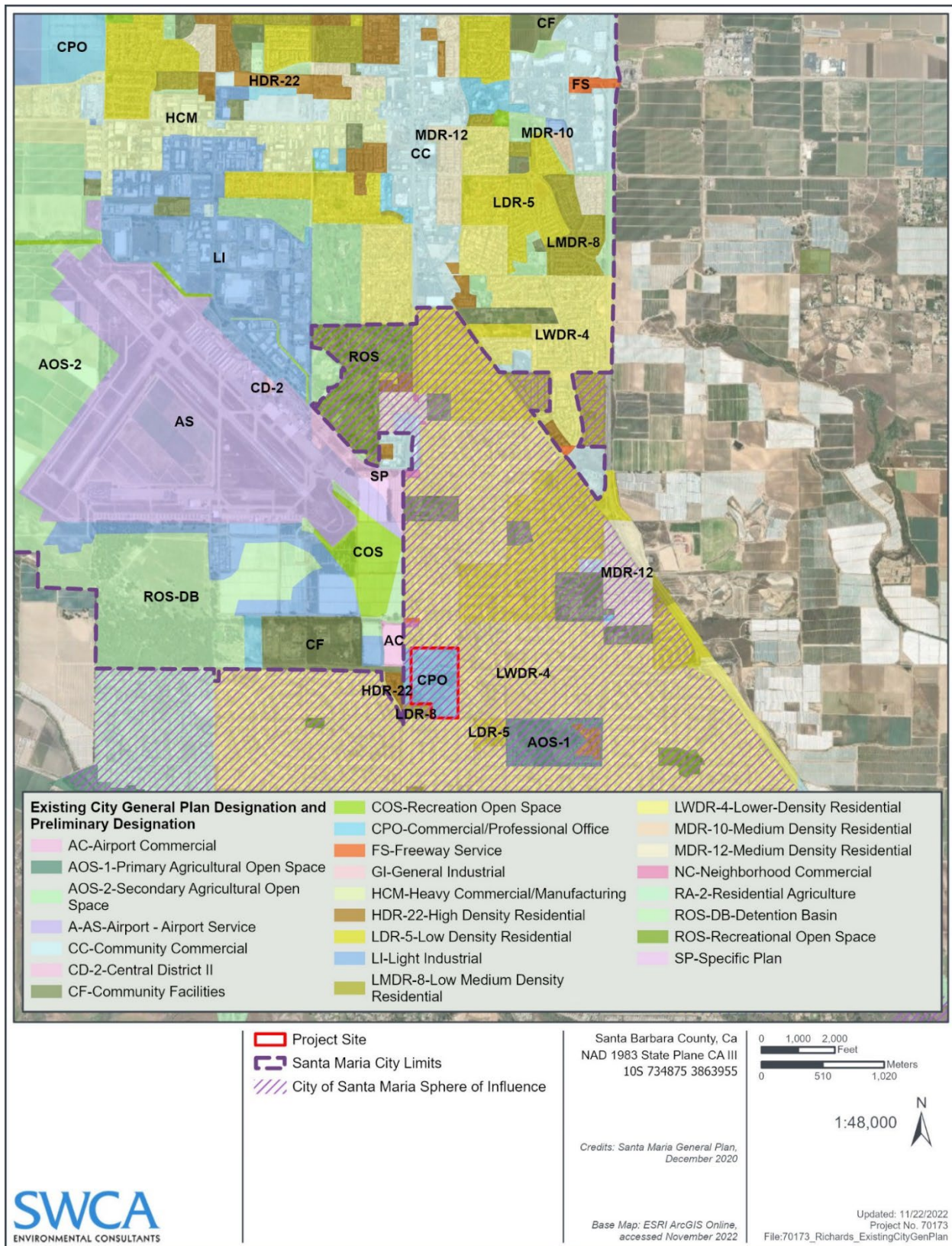


Figure 4.9-2. Existing City General Plan designations.

4.9.1.3 Santa Maria Airport Influence Area

In 1993, the Santa Barbara County Association of Governments (SBCAG) adopted the *Santa Barbara County Airport Land Use Plan* (1993 ALUP) to complement and enhance the local planning process of agencies responsible for the land use in areas surrounding the Santa Barbara Municipal Airport and Santa Maria Public Airport. Since the adoption of the 1993 ALUP, a Draft Santa Maria Airport Land Use Compatibility Plan was prepared in August 2019, and updated in 2022 (2022 Draft ALUCP) and is anticipated to be adopted by SBCAG in November 2022. Draft ALUCPs have been prepared for each of the public airports within Santa Barbara County. When adopted, the ALUCP for each airport would replace the 1993 ALUP adopted by SBCAG. The site is entirely within the Airport Influence Area (AIA) of the Santa Maria Public Airport.

1993 ALUP

Most of the project site, including the northern and eastern portions of the site, is located within Safety Area 2 of the 1993 ALUP (SBCAG 2008; see Figure 4.7-1). Safety Area 2 identifies areas in which uses that do not result in a concentration of people or particular safety hazard are generally allowed. Evaluation of the project's consistency with general safety policies, noise standards, and height restrictions for land uses within Safety Area 2 is provided in Section 4.7, Hazards and Hazardous Materials.

The 1993 ALUP identifies Land Use Guidelines for Safety Compatibility for each safety area. Given the majority of the project site is located within a safety area (Safety Area 2), land use guidelines contained in the ALUP apply to the majority of the site. However, the area of the project site that is located outside of Safety Area 2 (the southwestern corner) is not subject to any of these guidelines (see Figure 4.7-1).

2022 DRAFT ALUCP

The 2022 Draft ALUCP is not currently in effect; however, it is anticipated to be adopted by SBCAG in November 2022. Based on the 2022 Draft ALUCP, the northeastern corner of the project site is located within the 60- to 65-decibel (dB) noise contour for the Santa Maria Public Airport (see Figure 4.7-2). The 2022 Draft ALUCP provides compatibility guidance for uses within the community noise equivalent level (CNEL) contours. Residential uses are identified as potentially compatible in areas within the 60- to 65-dB CNEL noise contour, provided that they are not located within 1 mile of an aircraft runway. In addition, residential building structures within the 60- to 65-dB CNEL noise contour must be capable of attenuating exterior noise to 45-dB indoor CNEL, which usually can be met through standard construction methods. Office buildings, retail sales, and mini/other storage uses are identified as compatible uses within the 60- to 65-dB CNEL noise contour (SBCAG 2022; see Section 4.10, Noise, for further analysis).

Portions of the northeast corner of the project site are located within the 2022 Draft ALUCP Safety Zone 2 and Safety Zone 4; the majority of the project site is located within Safety Zone 6 (see Figure 4.7-2). To minimize risks to people and property on the ground and to people onboard aircraft, the 2022 Draft ALUCP establishes safety compatibility criteria to set limits on the density of residential development, the intensity of nonresidential development, the development or expansion of certain uses that represent special safety concerns, and the extent to which development covers the project site. These safety compatibility criteria would guide the types and density of land use development that could be established within the respective safety zones overlaying the project site.

4.9.1.4 Project Site Setting

PROJECT SITE LAND USE DESIGNATIONS AND ZONING

The project site is currently undeveloped and within the unincorporated area of Santa Barbara County; therefore, currently, any onsite development would be subject to the Santa Barbara County Land Use & Development Code, the Santa Barbara County Comprehensive Plan Land Use Element, the Orcutt Community Plan, and the Santa Barbara County Airport Land Use Plan.

As described in the County's Comprehensive Plan Land Use Element, the project site is located within the Orcutt Planning Area and currently has a land use designation of General Commercial/Office and Professional/Planned Development-3.3, which is intended for mixed-use development with a maximum of 3.3 dwelling units per acre. Under the Santa Barbara County Land Use and Development Code, the site is zoned Commercial (C-2), which is applied to provide retail business and commercial land uses for the residents of the surrounding community. In addition, the County's Orcutt Community Plan identifies the project site as "Key Site 26 (Richards)" and designates it for residential and commercial development.

Based on the *Santa Maria General Plan Land Use and Community Design Existing Conditions Report* (City of Santa Maria 2020), the City has assigned a preliminary General Plan designation for the project site of Commercial/Professional Office (CPO), which is intended to provide areas for offices, which may be compatible with a range of other uses. The CPO General Plan designation allows for office development for services including, but not limited to, medical, legal, insurance, travel agencies, and real estate services, as well as certain complementary commercial uses. Senior citizen housing may also be permitted to a maximum density of 30 dwelling units per acre with special review by the planning commission.

4.9.2 Regulatory Setting

This section summarizes relevant state, regional, and local land use plans, policies, and regulatory agencies. Evaluation of the project's consistency with specific goals, policies, and requirements with relevant land use plans and regulations is provided below in Section 4.9.2.4, Consistency with Applicable Plans and Policies, as well as within referenced EIR sections.

4.9.2.1 State

CORTESE-KNOX-HERTZBERG LOCAL GOVERNMENT REORGANIZATION ACT OF 2000

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (California Government Code Section 56000 et seq.) prescribes a "uniform process" for boundary changes for both cities and special districts. This Act delegates this process to Local Agency Formation Commissions (LAFCOs). A LAFCO is a state agency that performs growth management functions, and has approval authority regarding the establishment, expansion, reorganization, and elimination of any city and most types of special districts. LAFCOs establish SOIs for cities and special districts that define the appropriate and probable future jurisdictional boundary and service area of the agency. In addition to the Cortese-Knox-Hertzberg Act, the Santa Barbara County LAFCO (SBLAFCO) has adopted local policies that it considers in its review of projects, as further described below.

4.9.2.2 Regional

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

SBCAG is a regional planning agency consisting of an association of city and county governments in Santa Barbara County. SBCAG distributes local, state, and federal transportation funds and acts as a forum for addressing regional and multi-jurisdictional issues. SBCAG has federal and state-legislated responsibilities to provide regional and transportation planning. Significant planning areas include the Regional Growth Forecast, Census Information, Regional Transportation Plan, and the Regional Housing Needs Assessment. SBCAG is also designated as the Airport Land Use Commission (ALUC) and is responsible for protecting public health, safety, and welfare by ensuring that vacant lands in the vicinity of airports are planned and zoned for uses compatible with airport operations. To do this, SBCAG must determine that the adoption of local land use plans and policies would minimize the public's exposure to excessive noise and safety hazards.

FAST FORWARD 2040 REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY

SBCAG's *Fast Forward 2040 SBCAG Regional Transportation Plan and Sustainable Communities Strategy* (2017) is the region's long-term vision for the transportation system. As required by state and federal law, the SBCAG prepares, updates, and adopts the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) every 4 years. The RTP facilitates the compliance with the state mandate for communities to coordinate with state and regional agencies to achieve regional air quality and greenhouse gas (GHG) emission reduction targets. The RTP/SCS identifies planning goals and objectives that guided the development of the plan using a performance-based approach. Land use and transportation scenarios, including both land use and growth assumptions and regional projects and programs, were developed and evaluated based on these guiding principles. The five primary goals identified in the RTP/SCS include the following:

- **Environment:** Foster patterns of growth, development, and transportation that protect natural resources and lead to a healthy environment.
- **Mobility and System Reliability:** Optimize the transportation system to improve accessibility jobs, schools, and services, allow the unimpeded movement of people and goods, and ensure the reliability of travel by all modes.
- **Equity:** Ensure that the transportation and housing needs of all socioeconomic groups are adequately served.
- **Health & Safety:** Improve public health and ensure the safety of the regional transportation system.
- **A Prosperous Economy:** Achieve economically efficient transportation patterns and promote regional prosperity and economic growth.

SANTA BARBARA COUNTY CONGESTION MANAGEMENT PROGRAM

SBCAG, acting as the Congestion Management for Santa Barbara County, published the Santa Barbara Congestion Management Program (CMP) in 2016. The purpose of the Santa Barbara CMP is to 1) establish a better link between new development and its impacts on the transportation system, 2) promote inter-jurisdictional coordination in identifying and mitigating these impacts, 3) systematically monitor and evaluate the performance of the transportation system, and 4) identify improvements to resolve identified impacts. The Santa Barbara County CMP (SBCAG 2016) addresses the problem of increasing congestion on regional highways and principal arterials through a coordinated approach

involving the State, County, Cities, transit providers, and the Air Pollution Control District. State law requires regional CMPs to be consistent with the programs and projects contained in the County's Regional Transportation Plan (California Government Code §65089.2(a)). The Santa Barbara County CMP demonstrates consistency with SBCAG's 2040 Regional Transportation Plan and Sustainable Communities Strategy through conformance with RTP/SCS goals and consistency of CMP capital improvement projects with RTP/SCS projects. In addition, the Santa Barbara County CMP (SBCAG 2016:71) identifies three key objectives, each of which are based on goals established in the RTP/SCS:

- **Livability:** *Work to foster livable communities – areas where coordinated transportation, housing, and commercial development give people access to affordable and environmentally sustainable transportation.*
- **Multi-modal Access & Reliability:** *Implement congestion relief strategies where necessary to reduce travel times, encourage increased coordination amongst service providers, provide a healthy, safe and reliable multi-modal network, and increase opportunities for all users of the regional transportation system.*
- **Economic Vitality:** *Support growth in economic activity and maintain quality of life in the region by promoting the efficient movement of people and goods.*

1993 SANTA BARBARA COUNTY AIRPORT LAND USE PLAN

In 1993, SBCAG adopted the *Santa Barbara County Airport Land Use Plan* (1993 ALUP) to complement and enhance the local planning process of agencies responsible for the land use in areas surrounding the Santa Barbara Municipal Airport and Santa Maria Public Airport. The plan is based on the following goals of the Santa Barbara County ALUC:

1. Preservation of navigable airspace around airports;
2. General safety of people and property around airports; and
3. Mitigation of aircraft noise impacts.

The 1993 ALUP establishes planning boundaries around each airport and sets forth appropriate land use standards, including building height restrictions and soundproofing standards, for each planning area. Each area of influence defines the jurisdiction of the ALUC and is the area where airport-related noise, safety, and overflight factors may significantly affect land use compatibility or necessitate restrictions on certain land uses as determined by the ALUC.

The entirety of the project site is located within the AIA of the Santa Maria Public Airport (see Section 4.7, Hazards and Hazardous Materials, Figure 4.7-1). The AIA defines the jurisdiction of the ALUC and is the area where airport-related noise, safety, airspace protection, and overflight factors may significantly affect land use compatibility or necessitate restrictions on certain land uses, as determined by the ALUC. Most of the project site, including the northern and eastern portions of the site, are located within Safety Area 2 of the 1993 ALUP (SBCAG 2008). Safety Area 2 identifies areas in which uses that do not result in a concentration of people or particular safety hazard are generally allowed. All project proposals in Safety Area 2 within 1 mile of runway end, and proposals that would result in large concentrations of people in Safety Area 2 more than 1 mile from the runway end, would be required to undergo further ALUC review on a case-by-case basis.

The 1993 ALUP identifies Land Use Guidelines for Safety Compatibility for each safety area. Given the majority of the project site is located within a safety area (Safety Area 2), land use guidelines contained in the ALUP apply to the majority of the site. However, the area of the project site that is located outside of Safety Area 2 (the southwestern corner) is not subject to any of these guidelines. The applicable land use compatibility guidelines for Safety Area 2 are summarized in Table 4.9-2.

Table 4.9-2. 1993 ALUP Safety Compatibility Guidelines

Land Use Category/Use	Compatibility with Safety Area 2
<i>Residential</i>	
Single family	Yes ¹
Multi-family dwelling	Potentially Compatible ²
Mobile home parks or courts	Potentially Compatible ²
Transient lodging, hotels, motels	Potentially Compatible ²
<i>Industrial/Manufacturing</i>	
Petroleum refining and related industries	No
Rubber and miscellaneous plastic	No
Miscellaneous manufacturing	Yes ³
Warehouse, storage, of non-flammables	Yes ³
<i>Transportation, Communications, and Utilities</i>	
Railroad, rapid rail transit	Yes
Highway and street	Yes
Automobile parking lots	Yes
Utilities	Yes
<i>Commercial/Retail Trade</i>	
Wholesale trade	Yes ³
Building materials - retail	Yes ³
General merchandise - retail	Potentially Compatible ²
Food - retail	Potentially Compatible ²
Automotive	Yes ³
Eating and drinking	Potentially Compatible ²
Other retail trade	Potentially Compatible ²

¹ Single-family residential is a compatible land use within the approach zone only if the population density is less than two single-family residences per acre within 1 mile of the runway end.

² Use not compatible in approach zone within 1 mile of the runway end; use subject to ALUC review if more than 1 mile from the runway end.

³ Use subject to ALUC review if it results in large concentrations of people underneath downwind and base legs or departure paths of frequently used airport traffic patterns. The Airport Planning Advisory Committee will provide assistance to the ALUC and its staff in this determination. Threshold for review of "large concentrations" is on the order of 25 people per acre for non-residential uses or more than four units per acre for residential use.

A small portion of the northwestern corner of the project site located within the 1993 ALUP Safety Area 2 is also located within 1 mile of the runway end (see Section 4.7, Hazards and Hazardous Materials, Figure 4.7-1). Therefore, the uses identified as incompatible would be strictly prohibited in that location (see Table 4.9-2, note 2).

2022 DRAFT SANTA MARIA PUBLIC AIRPORT LAND USE COMPATIBILITY PLAN

Since the adoption of the 1993 ALUP, a Draft Santa Maria Public Airport Land Use Compatibility Plan was prepared in August 2019 and updated in 2022 (2022 Draft ALUCP). SBCAG is expected to adopt the 2022 Draft ALUCP in November 2022. This plan was developed with the purpose of providing for the orderly growth of the Santa Maria Public Airport and the areas surrounding the airport, and safeguarding the general welfare of the inhabitants within the vicinity of the Santa Maria Public Airport and the public in general.

Draft ALUCPs have been prepared for each of the public airports within Santa Barbara County. When adopted, the ALUCP for each airport would replace the 1993 ALUP adopted by SBCAG. Future development proposed within the project site may occur after the 2022 Draft ALUCP has been adopted; therefore, this EIR also evaluates the project for consistency with this draft plan.

The 2022 Draft ALUCP identifies policies that have the dual objectives of: 1) protecting against constraints on airport expansion and operations that can result from encroachment of incompatible land uses, and 2) minimizing the public's exposure to excessive noise and safety hazards. To meet these objectives, the 2022 Draft ALUCP addresses potential airport compatibility impacts related to four specific airport-related factors:

1. Noise: Exposure to aircraft noise;
2. Safety: Land use that affects safety for both people on the ground and in aircraft;
3. Airspace Protection: Protection of airport airspace; and
4. Overflight: Annoyance and other general concerns related to aircraft overflights.

The AIA for Santa Barbara Airport is divided into two subareas, Review Area 1 and Review Area 2. Review Area 1 consists of the compilation of the safety zones and noise contours for each airport. Review Area 2 consists of the overflight and airspace protection layer for each airport. The project is located within Review Area 2.

Portions of the northeast corner of the project site are located within the 2022 Draft ALUCP Safety Zone 2 and Safety Zone 4; the majority of the project site is located within Safety Zone 6. Criteria for determining compatibility of land uses within Safety Zones 2, 4, and 6 are provided in Table 4.9-3, and land use compatibility designations are provided in Table 4.9-4.

Table 4.9-3. 2022 Draft ALUCP Safety Zone Compatibility Criteria

Land Use Types/Uses	Safety Zone		
	2	4	6
Nonresidential Development Maximum Intensity (people/acre sitewide average)	80	200	No limit
Nonresidential Development Intensity with Risk Reduction (people/acre sitewide average)	120–160	300–400	No limit
Conditionally Compatible Development Maximum Lot Coverage (building footprint/site size)	50%	70%	100%

Table 4.9-4. 2022 Draft ALUCP Safety Zone Land Use Compatibility Designations

Land Use Category/Use	Compatibility with Safety Zone 2	Compatibility with Safety Zone 4	Compatibility with Safety Zone 6
Residential			
Residential, ≤ 4.0 dwelling units/acre	Potentially Compatible	Compatible	Compatible
Residential, ≤ 8.0 dwelling units/acre	Incompatible	Potentially Compatible	Compatible
Residential, ≤ 13.0 dwelling units/acre	Incompatible	Potentially Compatible	Compatible
Residential, ≤ 16.0 dwelling units/acre	Incompatible	Potentially Compatible	Compatible
Residential, ≤ 20.0 dwelling units/acre	Incompatible	Potentially Compatible	Compatible
Residential, >20.0 dwelling units/acre	Incompatible	Potentially Compatible	Compatible

Land Use Category/Use	Compatibility with Safety Zone 2	Compatibility with Safety Zone 4	Compatibility with Safety Zone 6
Residential housing: farmworker housing; group residential; mobile home park; residential care facilities; single room occupancy; supportive housing; transitional housing	Potentially Compatible	Potentially Compatible	Compatible
Industrial, Manufacturing, and Warehouse Uses			
Repair services, wholesale trade, warehouse, storage, and distribution	Compatible	Compatible	Compatible
Oil and gas facilities	Incompatible	Incompatible	Potentially Compatible
Transportation, Communication, and Utilities			
Automobile parking surface lots (public or private), rights-of-way: street, highways, railroads, other public transit lines	Compatible	Compatible	Compatible
Office, Commercial, Service, and Lodging Uses			
Large eating/drinking establishments in free-standing building (capacity ≥300 people)	Incompatible	Potentially Compatible	Compatible
Mid-size eating/drinking establishments in free-standing building (capacity 50 to 299 people)	Potentially Compatible	Potentially Compatible	Compatible
Small eating/drinking establishments in free-standing building (capacity <50 people)	Potentially Compatible	Potentially Compatible	Compatible
Community/neighborhood shopping centers <300,000 square feet with mixture of uses including eating/drinking establishments; regional shopping centers ≥300,000 square feet with mixture of uses including eating/drinking establishments	Potentially Compatible	Potentially Compatible	Compatible
Low-intensity or outdoor-oriented retail or wholesale trade: furniture, automobiles, heavy equipment, nurseries, lumber yards, boat yards; office buildings: professional services, business services, medical, dental, and health-related services, financial, insurance, and real estate services; building materials, sales, and service; automobile/vehicle sales and service	Potentially Compatible	Potentially Compatible	Compatible

SANTA BARBARA COUNTY LOCAL AGENCY FORMATION COMMISSION

The SBLAFCO is responsible for reviewing and approving proposed jurisdictional boundary changes in the county, including the annexation and detachment of territory to and/or from cities and most special districts, incorporations of new cities, formations of new special districts, and consolidations, mergers, and dissolutions of existing districts. For the project site's annexation into the city of Santa Maria to occur, first, the City would approve a resolution for the project, authorizing submittal of an application for annexation to SBLAFCO, which would subsequently be reviewed by SBLAFCO for approval as a responsible agency.

SBLAFCO is charged with establishing policies and standards for exercising their powers "...in a manner that encourages and provides planned, well-ordered, efficient urban development patterns with appropriate consideration of preserving open-space lands within those patterns" and with "...the discouragement of urban sprawl and the encouragement of the orderly formation and development of local agencies based upon local conditions and circumstances" (Government Code Sections 56300 and 56301). SBLAFCO has adopted numerous policies and standards to assist in the review of proposals and the preparation of studies as necessary. SBLAFCO policies and standards that are applicable to the project include sphere of

influence policies, policies encouraging consistency with spheres of influence, and standards for annexations to cities.

4.9.2.3 *Local*

CITY OF SANTA MARIA GENERAL PLAN

The General Plan is the City's fundamental land use policy document to guide decisions through a 20-year timespan relative to the physical form and development of the city. The General Plan contains seven elements: Land Use (2011), Circulation (2011), Noise (2009), Safety (1995), Resources Management (2001), Housing (2015), and Economic Development (2004).

The physical changes envisioned by the General Plan are described primarily in the Land Use and Circulation Elements. The Noise Element, Safety Element, Resources Management Element (RME), Housing Element, and Economic Development Element do not involve physical changes to the city, except to the extent that the policies of these elements are carried forward through the Land Use Element.

Land Use Element

The Santa Maria Land Use Element designates the placement and distribution of future development and guides the orderly growth of the city. The Land Use Element establishes future land use patterns and specifies the appropriate residential density and development intensity. Policies that relate to land use are identified in the Land Use Element and serve as a guide for decision makers to direct the development of the city. In addition, the Land Use Element provides an overarching design framework for the City to administer and implement the General Plan.

Circulation Element

The Santa Maria Circulation Element evaluates the transportation needs of the city and presents a comprehensive transportation plan to accommodate those needs. The intent of the Circulation Element is to guide the orderly improvement of the circulation system in tandem with the Land Use Element of the General Plan.

Noise Element

The Santa Maria Noise Element addresses noise sources and noise exposure and is intended to minimize noise conflicts between land uses. The Noise Element sets forth goals and policies that regulate the city's existing and future noise environment to protect residents and workers from exposure to excessive noise. The Noise Element's primary goal is to work towards attaining and maintaining a noise environment that is free of objectionable and excessive noise which may be harmful to Santa Maria residents. As a planning document, the Noise Element is a comprehensive program which provides the framework in which potential noise impacts and appropriate mitigation measures are addressed during project review and long-range planning.

Safety Element

The Santa Maria Safety Element is a long-range planning document which sets forth goals, policies, objectives, and implementation programs to protect Santa Maria from risks associated with the following hazards: seismically and geologically induced hazards, flooding, wildland and urban fires, electromagnetic fields, oil wells/sumps, landfill gas migration, safe drinking water, aircraft safety, and hazardous materials. This portion of the General Plan also describes the emergency response capabilities of the various disaster service agencies within Santa Maria.

Resources Management Element

The Santa Maria RME is a comprehensive long-range planning document which sets forth goals, policies, objectives, and programs to address the conservation and preservation of resources that are valuable to the City of Santa Maria and its planning area. The RME also includes the provision of public facilities, public services, private community services, and park and recreation facilities to meet the existing and future needs of the community. Resources addressed in this plan include water resources, air quality, energy resources, agricultural resources, soil resources, biological resources, mineral and oil resources, urban forests and landscaping, historical and cultural resources, and archaeological resources.

Housing Element

The Santa Maria Housing Element provides a written framework for meeting the City's housing goals and serves as an informational document for City decision-makers, residents of the community, prospective residents, businesses, and developers. It includes goals, policies, objectives, and implementation programs to show the housing needs and opportunities of the City of Santa Maria.

Economic Development Element

The Santa Maria Economic Development Element provides a comprehensive framework of the City's current economic profile and establishes policies intended to improve the economic well-being and quality of life for the community. The Economic Development Element identifies eight Core Policies that are established to help the City realize its goal of creating more jobs and creating jobs that pay higher salaries or compensation, thereby raising the standard of living for the citizens of Santa Maria. The Economic Development Element also outlines the issues related to jobs/housing balance and offers clear, concise conclusions and recommendations for action items to address the concerns.

SANTA MARIA GENERAL PLAN UPDATE

In November 2019, the City Council authorized a comprehensive update to the entire General Plan. This new General Plan will define the vision for the next 20 to 25 years of the City and ultimately establish strong and visionary policies that support economic development, sustainability, and improved quality of life in the city.

The Santa Maria General Plan Update will cover topics that are important to the community, including those mandated by state law. These include Land Use and Community Design, Circulation and Mobility, Safety, Health, and Environmental Justice, Conservation/Open Space, Noise, Public Facilities and Services, Economic Development, and California Environmental Quality Act (CEQA) Analysis associated with implementation of the updated General Plan. The process of updating the Santa Maria General Plan began in spring of 2020, and is anticipated be completed in the summer of 2023.

4.9.2.4 Consistency with Applicable Plans and Policies

Table 4.9-5 lists applicable plans and policies pertaining specifically to land use and planning that were adopted for the purpose of avoiding or mitigating an environmental effect and a preliminary evaluation of the project's consistency with the guidelines and requirements detailed therein. A general overview of these policy documents is presented above in Section 4.9.2, Regulatory Setting, and in Chapter 3, Environmental Setting. Policies with which the project may be potentially inconsistent are discussed further in Section 4.9.5, Project-Specific Impacts and Mitigation Measures. It should be noted that the project's potential consistency with the SBAPCD's Clean Air Plan is evaluated in Section 4.2, Air Quality and Greenhouse Gas Emissions. It should also be noted that because the proposed project would include annexation into the City of Santa Maria, analysis of the project's consistency with the County's

Comprehensive Plan, Land Use Development Code, or Orcutt Community Plan is not included in this analysis, as those plans and policies would not apply to future development onsite if the project is approved.

Table 4.9-5. Preliminary Policy Consistency Evaluation

Goals, Policies, Plans, Programs, and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
City of Santa Maria General Plan		
Land Use Element		
Goal L.U.1. Community Character. Maintain and improve the existing character of the community as the industrial, and commercial retail center for northern Santa Barbara County and southern San Luis Obispo County.	Maintain and improve the existing visual character of the city.	Potentially Consistent. As described in Section 4.1, Aesthetics, the conceptual development plan associated with the project proposes commercial uses primarily concentrated on the frontages of SR 135 and along Union Valley Parkway (UVP). Any proposed future development on the project site would be required to adhere to the development standards set forth in City Municipal Code Section 12-39 for design review, ensuring height and setback requirements are met and all structures are visually complementary to surrounding uses. Additionally, Municipal Code Section 12-44 provides landscape standards to ensure the installation of landscape features that provide the appropriate buffers to soften views of new buildings and improve visual quality.
Policy L.U.1. Establish and maintain a balanced mix of land uses to meet the present and future demands of the community.	The intent of this policy is to achieve a balanced mix of land uses.	Potentially Consistent. The project would allow for the future development of a mix of residential and commercial land uses within the city limits. The project would allow for the future development of a new residential neighborhood with 400 apartments and 95 townhomes, which would diversify the range of housing types available in the city. By increasing the potential for high-density residential uses in the city, the project would help the City meet its Regional Housing Needs Allocation (RHNA). The proposed residential neighborhoods would be surrounded by compatible uses including surrounding residential neighborhoods and neighborhood commercial uses. The mix of residential and general commercial uses offers housing, employment, and shopping opportunities for residents of the greater community.
Objective L.U.1a. Establish residential areas for 1) the provision of a variety of home sites, housing types, and lifestyles; 2) the promotion of neighborhood integrity; and 3) the protection of individual property values by encouraging compatible uses and proper standards for design and development.	The intent of this objective is to provide a variety of residential areas with neighborhood integrity and compatible uses and development.	Potentially Consistent. The project would allow for the future development of a new residential neighborhood with 400 apartments and 95 townhomes, which would diversify the range of housing types available in the city. By increasing the potential for high-density residential uses in the city, the project would help the City meet its RHNA. The proposed residential neighborhoods would be surrounded by compatible uses including surrounding residential neighborhoods and neighborhood commercial uses.

Goals, Policies, Plans, Programs, and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
Objective L.U.1b. Establish and maintain areas in which business may be conducted, merchandise sold and distributed, and public and private services rendered in an efficient, convenient, and effective environment with minimal impacts to adjacent land uses.	The intent of this objective is to provide commercial uses that are efficient, convenient, and compatible with adjacent uses.	Potentially Consistent with Mitigation. The project is intended to facilitate the future development of up to 96,800 square feet of commercial development. The conceptual development plan associated with the project proposes commercial uses primarily concentrated on the frontages of SR 135 and along UVP, which would provide commercial sales and services at a convenient location for city residents, commuters, and visitors. Based on the proposed preliminary zoning, commercial uses would be separated from future residential uses onsite by existing roadways which would act as a buffer to minimize light spillover, noise, and other potentially undesirable impacts to proximate residential areas. Mitigation measures have been identified in Section 4.2, Air Quality and Greenhouse Gas Emissions to minimize construction-related air pollutant emission impacts to proximate residential uses. Mitigation measures have also been identified to reduce both short- and long-term noise impacts to adjacent residential uses to a less-than-significant level.
Objective L.U.1c. Continue to maintain the City's retail sales emphasis to allow the City to maintain a consistent income to support necessary community services and to preserve the City's smaller retail community strip centers.	The intent of this objective is to maintain a steady source of income to support community services and preserve small retail centers.	Potentially Consistent. The project site is currently undeveloped and the project would not include the demolition or replacement of any existing commercial uses. The project includes the proposed pre-zoning of 16.35 acres of the project site to be General Commercial (PD/C-2), which would be added to the City's existing stock of commercially zoned land. The project is intended to facilitate the future development of up to 96,800 square feet of commercial development, which would be primarily located along the frontages of SR 135 and UVP, two highly traveled roadways within the city. Therefore, the project would provide additional opportunities for development of commercial uses that would generate revenue for the City and contribute funding for necessary community services.
Goal L.U.2. Urban Services. Provide all necessary urban services and facilities for present and future city residents, which include providing sufficient land for community facilities (i.e., fire station, police station, library, cultural center).	Maintain sufficient public services for city residents.	Potentially Consistent. According to the California Department of Finance, the population of the city of Santa Maria was 107,205 in 2020. The project would result in an estimated increase of 1,846 new residents as well as employees and patrons of new commercial-retail development. The Santa Maria Fire Department (SMFD) currently employs 71 full-time fire employees, well above their standard of providing one full-time fire employee per 1,820 persons. Therefore, the project's projected increase in residents and service population would not result in the need for additional fire personnel and would not significantly impact SMFD's firefighter-to-population ratio. As described in Section 4.12, Public Services and Recreation, the Santa Maria Police

Goals, Policies, Plans, Programs, and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
		Department (SMPD) is not currently meeting the City's RME objective of 1.3 sworn police officers per 1,000 residents. However, the City's Capital Projects budget has allocated funds for additional fleet expansion for the SMPD as well as additional technician vehicles, and future commercial development would generate sales taxes that would directly support the City's police protection services through Measure U. Based on the City's RME, the project's projected population increase would not result in exceedance of the planning ratios for library square footage and books per capita for public libraries in the city.
Policy L.U.2. Ensure that all urban services and infrastructure are planned and provided for in a timely manner and sufficient land is reserved for this provision.	The intent of this policy is to coordinate development with the provision of services and infrastructure.	Potentially Consistent. The project site is within the City's Sphere of Influence and includes a conceptual development plan to facilitate annexation and rezoning. Annexation of the project site would allow the City to extend urban services and infrastructure to the project. A full range of onsite and offsite infrastructure improvements would be constructed and is discussed in Section 4.14, Utilities and Service Systems. The mix of residential and general commercial uses allows for a retail center that would serve the surrounding residential area. Pending annexation, future development plans would require individual applications for development of each of the proposed residential and commercial projects. As discussed in Section 4.12, Public Services and Recreation, at the time of application for individual development permits, developers would be required to pay the requisite fire, police, school, and library fees to offset potential impacts to local public service providers.
Objective L.U.2b. Coordinate land uses to match improvements to the urban infrastructure.	The intent of this objective is to scale utility improvements to match the land uses they serve.	Potentially Consistent. As described in Section 4.14, Utilities and Service Systems, the project would require expanded utility infrastructure, including potable water, wastewater, stormwater, and other utilities, such as natural gas, electricity, telephone, and cable/data service. Future development of the project site would require a full range of onsite infrastructure improvements as well as several improvements that would be necessary outside of the boundaries of the 43.75-acre project site. These improvements have been scaled to provide acceptable levels of service for full buildout of the project site, using the proposed conceptual development plan as a guide. Upon completion of these identified utility improvements, future commercial and residential uses onsite would be supplied with reliable utility services with adequate capacity to serve onsite uses for the life of the project.
Objective L.U.2c. Provide for and maintain well-located commercial and industrial sites for new	The intent of this objective is to minimize land use	Potentially Consistent with Mitigation. The project is intended to facilitate the future

Goals, Policies, Plans, Programs, and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
development that are adequately served by highways, railroads, utilities, and other municipal services, and do not impact established residential areas.	conflicts between commercial and industrial uses and other established land use types.	development of up to 96,800 square feet of commercial development, to be accessed via UVP. Commercial development located within the northern portion of the project site would be located adjacent to an existing residential neighborhood. Establishment of future commercial development adjacent to existing residential uses may result in potential impacts associated with exposure of localized concentrations of air pollutant emissions and noise. Project impacts associated with exposure of sensitive receptors to air pollutant emissions are evaluated in Section 4.2, Air Quality and Greenhouse Gas Emissions. Based on the analysis provided in this section, impacts associated with exposure of sensitive receptors to air pollutant concentrations would be less than significant with implementation of identified mitigation measures. Project impacts associated with noise and impacts to noise-sensitive receptors are evaluated in Section 4.10, Noise. Mitigation measures have been identified to reduce both short- and long-term noise impacts to adjacent residential uses to a less-than-significant level.
Objective L.U.2d. Provide for and maintain well-located and community-oriented retail shopping centers to allow for convenient community access to essential goods and services as well as convenient employment.	The intent of this objective is to ensure coordinated planning for annexations to the City.	Potentially Consistent. The project is intended to facilitate the future development of up to 96,800 square feet of commercial development. By providing areas suitable for small retail sales establishments, the project provides for commercial uses that would serve the daily needs of the new residents and the surrounding community including those traveling on UVP.
Objective L.U.2g. Assure that development "pays its own way" by minimizing publicly financed and maintained facilities, and assume that development will be phased with construction and provision of supporting infrastructure. Implement developer fees and improvement districts assuring adequate community facilities are provided as development occurs.	The intent of this objective is to ensure that public infrastructure is adequately funded to serve new development.	Potentially Consistent. The project is intended to facilitate the future development of up to 96,800 square feet of commercial development as well as a new residential neighborhood with 400 apartments and 95 townhomes. As discussed in Section 4.12, Public Services and Recreation, at the time of application for individual development permits, developers would be required to pay the requisite fire, police, school, and library fees to offset potential impacts to local public service providers.
Goal L.U.3. Urban Design. The City will promote quality urban design enhancing Santa Maria's character.	Maintain the existing visual character of the city.	Potentially Consistent. As described in Chapter 2, Project Description, the conceptual development plan associated with the project proposes commercial uses primarily concentrated on the frontages of SR 135 and along UVP. Any proposed future development on the project site would be required to adhere to the standards set forth in City Municipal Code Section 12-39 for design review, ensuring height and setback requirements are met and all structures are visually complementary to surrounding uses. Additionally, Municipal Code Section 12-44 provides landscape standards to ensure the

Goals, Policies, Plans, Programs, and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
		installation of landscape features that provide the appropriate buffers to soften views of new buildings and improve visual quality.
Implementation Program L.U.3-3. Encourage residential and commercial infill projects prior to developing outlying areas. Inducements may include innovative urban design and streamlined processing	The intent of this policy is to reduce sprawl by encouraging infill development prior to developing outlying areas.	Potentially Consistent. The project site is in the City's Sphere of Influence and thus is expected to be annexed into city limits. It is an infill site surrounded by existing residential development, as well as commercial, public office, and airport support uses.
Goal L.U. 5. Discourage sprawl and "leapfrog" development.	Ensure new development occurs contiguous with other urban development.	Potentially Consistent with Mitigation. The project includes pre-zoning and annexation of an infill site for future residential and commercial development. Surrounding land uses include single- and multi-family residential, commercial, and public facility uses and would be generally compatible with the future uses onsite.
Objective L.U.5.d. Locate new development contiguous to compatible existing development.	The intent of this objective is to ensure new development is compatible with existing development.	Based on the proposed pre-zoning designations for the project site and land uses identified within the conceptual development plan, there is a potential for future proposed uses to be consistent with proposed pre-zoning designation requirements set forth in the City Zoning Ordinance but that would not meet all applicable standards in the adopted 1993 ALUP, such as population density requirements. Mitigation has been identified to require future development permit applicants to demonstrate full compliance with all safety standards and compatibility policies of the airport land use plan in effect at the time of Planned Development Permit approval.
Objective L.U.6.a. Promote the development of compatible uses in areas surrounding the Santa Maria Public Airport. Prohibit residential land uses in the airport vicinity not in accordance with the Noise and Safety Elements of the General Plan.	The intent of this objective is to protect airport use and avoid hazards and nuisance impacts by restricting development surrounding the airport.	Potentially Consistent with Mitigation. Based on the proposed pre-zoning designations for the project site and land uses identified within the conceptual development plan, there is a potential for future proposed uses to be consistent with proposed pre-zoning designation requirements set forth in the City Zoning Ordinance but that would not meet all applicable standards in the adopted 1993 ALUP, such as population density requirements. Mitigation has been identified to require future development permit applicants to demonstrate full compliance with all safety standards and compatibility policies of the airport land use plan in effect at the time of Planned Development Permit approval.
Circulation Element		
Objective C.1.a.2. As new development creates the need, existing local roads within the road network will be improved and additional local and regional roads will be constructed, so as to keep all such roads functioning at an acceptable level.	The intent of this objective is to ensure local and regional road improvements keep pace with development.	Potentially Consistent. The conceptual development plan includes frontage improvements along Orcutt Road and UVP including road widening where needed; curbs, gutters, and sidewalks; and signalization of the Hummel Road/UVP intersection. These improvements are further discussed in Section 4.13, Transportation, and would improve all roads local to the project to keep roads functioning at an acceptable level of service (LOS) C or better.

Goals, Policies, Plans, Programs, and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
Implementation Program 1. Condition approvals of new development with roadway improvements that would be necessary to maintain a minimum LOS D on roadways and at intersections during peak hour periods.	The intent of this implementation program is to ensure that new development takes responsibility for necessary roadway improvements to maintain LOS D or better.	Potentially Consistent. The conceptual development plan includes frontage improvements along Orcutt Road and UVP including road widening where needed; curbs, gutters, and sidewalks; and signalization of the Hummel Road/UVP intersection. These improvements are further discussed in Section 4.13, Transportation, and would improve all roads local to the project to keep roads functioning at an acceptable LOS C or better.
Goal C.6. Alternative Modes of Transportation. Provide for the development and use of alternative modes of transportation within an integrated system of transportation facilities.	The intent of this goal is to ensure development includes the development of alternative modes of transportation.	Potentially Consistent with Mitigation. The conceptual development plan includes transit stops located along Orcutt Road as well as preserving the existing Level II bike lanes on Orcutt Road and UVP. The project is designed to enhance and provide for multi-modal access within, to, and from the site. Mitigation has been identified in Section 4.2, Air Quality and Greenhouse Gas Emissions, to require implementation of design features to encourage the use of alternative transportation modes, including, but not limited to, provision of a pedestrian-friendly and interconnected streetscape with good access to and from development uses for pedestrians, bicyclists, and transit users, incorporation of traffic-calming modifications to reduce vehicle speeds and increase pedestrian and bicyclist safety, and provision of employee lockers and showers.
Policy C.6.a.2. Discretionary development shall be conditioned, where feasible, to minimize traffic impacts by incorporating bicycle and pedestrian paths and those support facilities (e.g., as bicycle lockers and showers), ridesharing programs, and transit improvements (bus turnouts, shelters, and benches) into the project design.	The intent of this policy is to incorporate alternative transportation facilities into new development.	Potentially Consistent with Mitigation. The conceptual development plan includes transit stops located along Orcutt Road as well as preserving the existing Level II bike lanes on Orcutt Road and UVP. The project is designed to enhance and provide for multi-modal access within, to, and from the site. Mitigation has been identified in Section 4.2, Air Quality and Greenhouse Gas Emissions, to require implementation of design features to encourage the use of alternative transportation modes, including, but not limited to, provision of a pedestrian-friendly and interconnected streetscape with good access to and from development uses for pedestrians, bicyclists, and transit users, incorporation of traffic-calming modifications to reduce vehicle speeds and increase pedestrian and bicyclist safety, and provision of employee lockers and showers.

Goals, Policies, Plans, Programs, and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
Objective C.6.a.2. Transit- and Pedestrian-Oriented Developments. Development projects and subdivision designs are to be efficiently served by buses, bike routes, and pedestrian connections.	The intent of this objective is to incorporate alternative transportation facilities into new development.	Potentially Consistent with Mitigation. The conceptual development plan includes transit stops located along Orcutt Road as well as preserving the existing Level II bike lanes on Orcutt Road and UVP. The project is designed to enhance and provide for multi-modal access within, to, and from the site. Mitigation has been identified in Section 4.2, Air Quality and Greenhouse Gas Emissions, to require implementation of design features to encourage the use of alternative transportation modes, including, but not limited to, provision of a pedestrian-friendly and interconnected streetscape with good access to and from development uses for pedestrians, bicyclists, and transit users, incorporation of traffic-calming modifications to reduce vehicle speeds and increase pedestrian and bicyclist safety, and provision of employee lockers and showers.
Implementation Program 2. In reviewing discretionary projects, the City will encourage pedestrian-oriented development and transit-oriented development. The design, configuration, and mix of uses will emphasize a pedestrian-oriented environment and reinforce the use of alternative modes of transportation. (For related policies and programs refer to Land Use Element).	The intent of this implementation program is to incorporate alternative transportation facilities into new development to create a pedestrian-oriented environment and reinforce the use of alternative modes of transportation.	Potentially Consistent with Mitigation. The conceptual development plan includes transit stops located along Orcutt Road as well as preserving the existing Level II bike lanes on Orcutt Road and UVP. The project is designed to enhance and provide for multi-modal access within, to, and from the site. Mitigation has been identified in Section 4.2, Air Quality and Greenhouse Gas Emissions, to require implementation of design features to encourage the use of alternative transportation modes, including, but not limited to, provision of a pedestrian-friendly and interconnected streetscape with good access to and from development uses for pedestrians, bicyclists, and transit users, incorporation of traffic-calming modifications to reduce vehicle speeds and increase pedestrian and bicyclist safety, and provision of employee lockers and showers.
Implementation Program 3. Review all major projects for their consistency with the goals and policies of the Santa Maria Circulation Element, the Santa Barbara County Congestion Management Program (CMP), and Air Quality Attainment Plan (AQAP).	The intent of this implementation program is to ensure that goals for improving circulation, congestion, and air quality are considered.	Potentially Consistent. The proposed project's consistency with the Santa Maria Circulation Element and Santa Barbara County CMP is evaluated herein and in Section 4.13, Transportation. Consistency of the project with the Air Quality Attainment Plan is provided in Section 4.2, Air Quality and Greenhouse Gas Emissions.
Policy C.6.c.1. Develop bicycling and pedestrian facilities as a major transportation and recreational mode to serve the transportation and recreational needs of the residents. Consider bicycle facilities in all newly proposed commercial, institutional, recreational and multi-family residential developments.	The intent of this policy is to ensure that bicycle facilities are included in new development.	Potentially Consistent with Mitigation. The project is designed to enhance and provide for multi-modal access within, to, and from the site. The conceptual development plan includes preservation of the existing Level II bike lanes on Orcutt Road and UVP. Mitigation has been identified in Section 4.2, Air Quality and Greenhouse Gas Emissions, to require implementation of design features to encourage the use of alternative transportation modes, including, but not limited to, provision of a pedestrian-friendly and interconnected streetscape with good access to and from development uses for

Goals, Policies, Plans, Programs, and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
		pedestrians, bicyclists, and transit users, incorporation of traffic-calming modifications to reduce vehicle speeds and increase pedestrian and bicyclist safety, and provision of employee lockers and showers.
Noise Element		
Objective N.1.c. Control harmful or undesirable noise through the environmental planning and regulatory process with emphasis on noise/land use compatibility planning.	The intent of this objective is to ensure adjacent land uses are compatible and all new development meets noise level standards.	Potentially Consistent with Mitigation. The project site is surrounded by existing residential, church, and commercial land uses and the proposed residential and commercial development would be generally compatible with surrounding land uses. Project impacts associated with noise and impacts to noise-sensitive receptors are evaluated in Section 4.10, Noise. Mitigation measures have been identified to reduce both short- and long-term noise impacts to adjacent residential uses to a less-than-significant level, through implementation of restricted construction hours, provision of mufflers on construction equipment, construction of permanent noise barriers, and other measures.
Implementation Program N2. In reviewing and approving all new subdivision, general plan amendments, rezones, specific plans, use permits, conditional use permits, and planned developments permits, the City may require applicants to evaluate potential noise impacts and require appropriate noise control measures. Noise evaluations may include the review and requirement of: site design criteria, additional setbacks, earthen berms, sound walls, and modification of roadway design.	The intent of this implementation program is to ensure that potential noise impacts are evaluated and noise control measures applied prior to project approval.	Potentially Consistent. A Noise and Groundborne Vibration Impact Assessment has been prepared to evaluate potential sources of noise generated by the project and the potential for existing sources of noise to disturb proposed land uses (AMBIENT Air Quality & Noise Consulting [AMBIENT] 2022c). Project impacts associated with noise and impacts to noise-sensitive receptors are evaluated in Section 4.10, Noise. Mitigation measures have been identified to reduce both short- and long-term noise impacts to adjacent residential uses to a less-than-significant level, through implementation of restricted construction hours, provision of mufflers on construction equipment, and other measures.
Implementation Program N3. Require a noise study and/or implementation of standard noise control measures based on measurements at the site for noise sensitive projects within the 60+ dB CNEL contour as part of the project review process.	The intent of this implementation program is to protect noise-sensitive uses by requiring a noise study as part of project review.	Potentially Consistent. A Noise and Groundborne Vibration Impact Assessment has been prepared to evaluate potential sources of noise generated by the project and the potential for existing sources of noise to disturb proposed land uses (AMBIENT 2022c). Project impacts associated with noise and impacts to noise-sensitive receptors are evaluated in Section 4.10, Noise. Mitigation measures have been identified to reduce both short- and long-term noise impacts to adjacent residential uses to a less-than-significant level, through implementation of restricted construction hours, provision of mufflers on construction equipment, and other measures.

Goals, Policies, Plans, Programs, and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
Implementation Program N22. Where appropriate, require navigation easements and noise mitigation measures in new residential developments near the airport in the 60+ dB CNEL contour and in areas that are commonly overflown.	The intent of this implementation program is to ensure that aviation noise is mitigated in new residential developments.	Potentially Consistent. Based on the proposed pre-zoning of the project site, no future residential uses onsite would be located within the 60+ dB CNEL contour of the Santa Maria Airport.
Safety Element		
Objective 3.1.a. Achieve a 5-minute response capability to all areas within the city limits and maintain adequate water storage standards for fire flow pressure requirements.	The intent of this objective is to ensure a sufficient fire emergency response time and fire suppression water supplies.	Potentially Consistent. The SMFD currently employs 71 full-time fire employees, well above their standard of providing one full-time fire employee per 1,820 persons. Therefore, the project's projected increase in residents and service population would not result in the need for additional fire personnel and would not significantly impact SMFD's firefighter-to-population ratio. In addition, water lines are proposed to be routed within private driveways, streets, or easements and would include fire hydrants located adjacent to roadways and spaced as required by state law and the City Fire Marshal. Based on initial discussions with the SMFD, the City has been considering the potential of fully staffing Fire Station 6 with a full fire company to provide better service to the project site and the rest of the Orcutt area. In this scenario, the SMFD would be more apt to pick up most of the emergency calls and be the first responder to the project site. The City and SMFD have not determined with certainty if this solution would be implemented; the finalization of plans for fire protection services would be determined through the annexation and development review process.
Policy 8. Maintain and enforce the Clear Zone and Airport Approach Overlay zoning regulations and continue to consult with the Santa Maria Public Airport District and the County of Santa Barbara Land Use Commission with regard to planning within the Airport Area of Influence.	The intent of this policy is to protect public safety by enforcing Clear Zone and Airport Approach Overlay zoning regulations.	Potentially Consistent with Mitigation. Based on the proposed pre-zoning designations for the project site and land uses identified within the conceptual development plan, there is a potential for future proposed uses to be consistent with proposed pre-zoning designation requirements set forth in the City Zoning Ordinance but that would not meet all applicable standards in the adopted 1993 ALUP, such as population density requirements. Mitigation has been identified to require future development permit applicants to demonstrate full compliance with all safety standards and compatibility policies of the airport land use plan in effect at the time of Planned Development Permit approval. Refer to Section 4.7, Hazards and Hazardous Materials, for additional information.
Objective 8.1.a. Continue to enforce the Clear Zone and Airport Approach Overlay zoning regulations in the review of development projects.	The intent of this objective is to protect public safety by enforcing Clear Zone and Airport Approach Overlay zoning regulations.	Potentially Consistent with Mitigation. Based on the proposed pre-zoning designations for the project site and land uses identified within the conceptual development plan, there is a potential for future proposed uses to be consistent with proposed pre-zoning designation requirements set forth in the City Zoning Ordinance but that would not meet all applicable standards in the adopted

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		1993 ALUP, such as population density requirements. Mitigation has been identified to require future development permit applicants to demonstrate full compliance with all safety standards and compatibility policies of the airport land use plan in effect at the time of Planned Development Permit approval. Refer to Section 4.7, Hazards and Hazardous Materials, for additional information.
Objective 8.1.b. Coordinate the review of development projects located in the Airport Area of Influence with the Santa Barbara County Airport Land Use Commission and the Santa Maria Public Airport District.	The intent of this objective is to protect public safety by coordinating project review with the Santa Barbara County Airport Land Use Commission and the Santa Maria Public Airport District.	Potentially Consistent. Project referrals have been provided to both the Santa Barbara County Airport Land Use Commission and the Santa Maria Public Airport District.
Implementation Measure 2. Review development projects in the Airport Area of Influence with respect to aircraft safety hazards and condition projects with appropriate mitigation measures through land use and CEQA processes.	The intent of this implementation measure is to protect public safety by addressing aircraft safety hazards through land use and CEQA review.	Potentially Consistent. Consistency with both the adopted 1993 ALUP and the 2022 Draft ALUCP is evaluated in Section 4.7, Hazards and Hazardous Materials. Based on the proposed pre-zoning designations for the project site and land uses identified within the conceptual development plan, there is a potential for future proposed uses to be consistent with proposed pre-zoning designation requirements set forth in the City Zoning Ordinance but that would not meet all applicable standards in the adopted 1993 ALUP, such as population density requirements. Mitigation has been identified to require future development permit applicants to demonstrate full compliance with all safety standards and compatibility policies of the airport land use plan in effect at the time of Planned Development Permit approval. Refer to Section 4.7, Hazards and Hazardous Materials, for additional information.
Implementation Measure 3. Consult with ALUC and Santa Maria Public Airport District for projects within the Airport Area of Influence.	The intent of this implementation measure is to protect public safety for aircraft travelers and city residents/employees.	Potentially Consistent. Project referrals have been provided to the Santa Barbara County Airport Land Use Commission and the Santa Maria Public Airport District.
Resource Conservation Element		
Goal 1. Provide high-quality water resources to meet existing and future water demands.	Secure quality water supplies to meet current and future needs.	Potentially Consistent. As discussed in Section 4.14, Utilities and Service Systems, Golden State Water would have adequate water supply to serve the future demands of the proposed project and its existing service area.
Policy 1. Conserve and improve water resources to ensure an adequate supply of high-quality water for all existing and future inhabitants in the Santa Maria Valley.	The intent of this policy is to ensure adequate water supplies for inhabitants of Santa Maria Valley.	Potentially Consistent. As discussed in Section 4.14, Utilities and Service Systems, Golden State Water would have adequate water supplies to serve the proposed project and its existing service area at buildout of the project as well as projected future demands of the existing service area.

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Goal 2. Improve and maintain healthful air quality in Santa Maria and Northern Santa Barbara County.	The intent of this goal is to maintain good air quality in the region.	Potentially Consistent with Mitigation. As described in Section 4.2, Air Quality and Greenhouse Gas Emissions, the project would result in the short-term generation of air pollutant emissions during construction activities during buildout of future land uses onsite as well as long-term emissions during the life of the project, primarily associated with mobile sources. Identified mitigation measures include dust control measures and mobile-source particulate matter (PM) reduction measures to be implemented during project construction. The project would not result in reactive organic gas (ROG) or nitrogen oxides (NO _x) emissions above Santa Barbara County Air Pollution Control District (SBCAPCD) thresholds, and with implementation of identified mitigation measures the project would be consistent with dust control requirements established by the SBCAPCD. Estimated daily operational emissions from all sources of ROG, NO _x , and PM ₁₀ would not exceed the SBCAPCD operational thresholds.
Policy 2. Improve and maintain the quality of air to ensure the health of all residents in the Santa Maria Valley by reducing mobile- and stationary-source air pollutant emissions through the use of efficient land use patterns, the implementation and promotion of alternative transportation modes, and other transportation system management programs.	The intent of this policy is to maintain good air quality through minimization of mobile source emissions.	Potentially Consistent with Mitigation. As described in Section 4.2, Air Quality and Greenhouse Gas Emissions, the project would result be consistent with regional vehicle miles traveled (VMT) reduction targets, which would result in overall reductions in mobile-source emissions, including emissions of criteria air pollutants. In addition, implementation of identified mitigation measures would include measures to promote alternative forms of transportation, which would also result in reductions of mobile-source criteria air pollutants. The project would not facilitate the establishment of any new stationary emissions sources.
Objective 2.1.a. Facilitate the development and use of alternative transportation to the private automobile by implementing trip reduction and traffic mitigation measures, when appropriate.	The intent of this objective is to maintain good air quality through minimization of mobile source emissions.	Potentially Consistent with Mitigation. As described in Section 4.2, Air Quality and Greenhouse Gas Emissions, the project would result be consistent with regional VMT reduction targets, which would result in overall reductions in mobile-source emissions, including emissions of criteria air pollutants. In addition, implementation of identified mitigation measures would include measures to promote alternative forms of transportation, which would also result in reductions of mobile-source criteria air pollutants.
Objective 2.1.g. Reduce mobile air pollutant emissions through the use of pedestrian and transit-oriented design principles and minimize the impacts of stationary sources by locating these uses away from sensitive receptors (e.g., schools and hospitals).	The intent of this objective is to maintain good air quality through reduction of mobile-source emissions.	Potentially Consistent with Mitigation. The conceptual development plan includes transit stops located along Orcutt Road as well as preserving the existing Level II bike lanes on Orcutt Road and UVP. The project is designed to enhance and provide for multi-modal access within, to, and from the site. Mitigation has been identified in Section 4.2, Air Quality and Greenhouse Gas Emissions, to require implementation of design features to encourage the use of alternative
Objective 2.1.h. Design communities/neighborhoods so that housing, jobs, daily needs, and other activities are within easy walking distance of each other.	The intent of this objective is to maintain good air quality through reduction	

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	of mobile-source emissions.	transportation modes, including, but not limited to, provision of a pedestrian-friendly and interconnected streetscape with good access to and from development uses for pedestrians, bicyclists, and transit users, incorporation of traffic-calming modifications to reduce vehicle speeds and increase pedestrian and safety, and provision of employee lockers and showers
Objective 2.1.i. Locate urban activities within easy walking distance of existing and planned transit stops.	The intent of this objective is to maintain good air quality through reduction of mobile-source emissions.	Potentially Consistent. The conceptual development plan includes transit stops located along Orcutt Road, which would provide easy access to the future commercial uses located within the project site.
Goal 3. Preserve natural biological resources and expand the Santa Maria Urban Forest.	Preserve biological resources and the planted environment within the city.	Potentially Consistent with Mitigation. The proposed project site supports mature eucalyptus tree stands, scattered coast live oak trees, and a stand of ornamental trees. As none of these trees consist of planted trees/vegetation, they do not constitute a part of the Santa Maria Urban Forest. As described in Section 4.3, Biological Resources, the project's potential impacts to special-status wildlife species would be reduced through implementation of identified mitigation measures, including, but not limited to, pre-construction surveys, environmental awareness training, and construction activity seasonal constraints. Mitigation measures have been identified to require preparation of a tree protection, replacement, and monitoring program to ensure compliance with the City RME and Municipal Code. This program would include preservation of existing trees onsite to the greatest extent feasible, subject to the review and approval of City Parks Department staff. Replacement tree plantings would be maintained until they are fully established and would become a part of the city's urban forest.
Policy 3. Protect and preserve biological resources and expand the urban forest within the Planning Area in order to enhance the quality of life in the Santa Maria Valley.	The intent of this goal is to preserve biological resources and the planted environment within the city.	
Objective 3.1.a. Ensure that all development near sensitive habitats avoids significant impacts to these areas.	The intent of this objective is to minimize impacts to sensitive habitats from development.	Potentially Consistent with Mitigation. No riparian habitat or other sensitive natural communities were mapped on the project site (David Wolff Environmental, LLC 2022); therefore, the project would not result in adverse impacts to sensitive habitats. However, Implementation Program 9 under this objective states that the City will enforce the existing Municipal Code requirements to preserve existing trees on building sites. Mitigation measures have been identified to require preparation of a tree protection, replacement, and monitoring program to ensure compliance with the City RME and Municipal Code.

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Objective 3.1.c(2). Improve private landscaping by requiring commercial and industrial developments to maintain their property in accordance with City Landscaping Standards.	The intent of this objective is to improve the quality of private landscaping areas.	Potentially Consistent with Mitigation. The project would allow for the future development of commercial land uses onsite and areas have been identified on the conceptual development plan for landscaping. Replacement tree plantings within these landscaped areas would be maintained until they are fully established in accordance with identified mitigation in Section 4.3, Biological Resources.
Goal 4. Preserve cultural and archaeological resources to assure that future generations maintain a strong sense of value.	Preserve cultural and archaeological resources.	Potentially Consistent with Mitigation. As described in Section 4.4, Cultural and Tribal Cultural Resources, no known archaeological resources are present within the project site. Although unanticipated, due to the extent of proposed ground-disturbing activities and number of known resources within the Central Coast region, there is some potential for inadvertent discovery of unknown archaeological resources during future project construction activities. Mitigation measures have been identified to address inadvertent discovery of previously unknown archaeological resources through cessation of work, evaluation of the find by a qualified archaeologist, and implementation of recommended measures specified by the qualified archaeologist. Implementation of the identified mitigation would avoid and/or minimize the potential to result in substantial adverse change to the significance of a previously unknown archaeological resource during future construction activities.
Policy 4. Preserve and identify cultural and archaeological resources that define the historical significance of the City of Santa Maria and the Santa Maria Valley.	The intent of this policy is to preserve cultural and archaeological resources.	
Objective 4.1.a. Ensure that development does not impact archaeologically sensitive areas by applying appropriate mitigation measures as required by State Law.	The intent of this objective is to preserve cultural and archaeological resources.	
Objective 4.1.f. Encourage builders to use materials and methods of construction specific to the region, exhibiting continuity of history, and culture and compatibility with, to foster the development of local character and community identity.	The intent of this objective is to foster local character and community identity.	Potentially Consistent. As described in Section 4.1, Aesthetics, any proposed future development at the project site would be required to adhere to the guidance set forth in City Municipal Code Section 12-39 for design review, ensuring height and setback requirements are met and all structures are visually complementary to surrounding uses. Additionally, Municipal Code Section 12-44 provides landscape standards to ensure the installation of landscape features that provide the appropriate buffers to soften views of new buildings. With adherence to the City's development and landscape standards, project implementation would be generally consistent with the existing local character of the community as the industrial and commercial retail center for the northern Santa Barbara County and southern San Luis Obispo County.
Objective 7.1.e. Provide for an ample supply of specialized open space in the form of squares, greens, and parks whose frequent use is encouraged through placement and design.	The intent of this objective is to maintain a sufficient supply of accessible open space.	Potentially Consistent. The conceptual development plan includes neighborhood parks, a pool, and a clubhouse that would be easily accessible to onsite residents for recreational uses.

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Goal 9. Provide and maintain a balanced park system meeting the needs of the residents of Santa Maria as the community continues to grow.	Meet the community's needs for parks and park space.	Potentially Consistent. The conceptual development plan includes provision of neighborhood parks that would be easily accessible to onsite residents for recreational uses. Additionally, as a condition of approval, the proposed project would pay the required parkland development fees pursuant to Municipal 19-9.05 and growth mitigation fees pursuant to Municipal Code Section 8-15.
Policy 9. Provide and maintain a balanced system of parks and recreation facilities that are distributed throughout the city which are accessible to all residents.	The intent of this policy is to provide sufficient parks and park space for city residents.	Potentially Consistent. The conceptual development plan includes provision of neighborhood parks that would be easily accessible to onsite residents for recreational uses.
Objective 9.1.a(1). Maintain a high-quality, diverse park system which enhances and builds on the variety of community values and provide adequate park acreage and recreation facilities to serve the needs of present and future residents.	The intent of this objective is to provide high-quality park and recreation facilities for city residents.	Potentially Consistent. The conceptual development plan includes neighborhood parks, a pool, and a clubhouse that would be easily accessible to onsite residents for recreational uses.
Objective 9.1.c. Improve maintenance of existing park facilities, and establishment of a reliable source of funding for the ongoing maintenance of parks and facilities.	The intent of this objective is to ensure park facilities are adequately maintained.	Potentially Consistent. Onsite neighborhood parks would be maintained by the homeowners' associations of the onsite residential neighborhoods.
Goal 10. Provide comprehensive public safety and public services.	Provide comprehensive public services.	Potentially Consistent. According to the California Department of Finance, the population of the city of Santa Maria was 107,205 in 2020. The project would result in an estimated increase of 1,846 new residents as well as employees and patrons of new commercial-retail development. The SMFD currently employs 71 full-time fire employees, well above their standard of providing one full-time fire employee per 1,820 persons. Therefore, the project's projected increase in residents and service population would not result in the need for additional fire personnel and would not significantly impact SMFD's firefighter-to-population ratio. As described in Section 4.12, Public Services and Recreation, the SMPD is not currently meeting the City's RME objective of 1.3 sworn police officers per 1,000 residents. However, the City's Capital Projects budget has allocated funds for additional fleet expansion for the SMPD as well as additional technician vehicles, and future commercial development would generate sales taxes that would directly support the City's police protection services through Measure U. Based on the City's RME, the project's projected population increase would not result in exceedance of the planning ratios for library square footage and books per capita for public libraries in the city.

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Policy 10.1.a(1). Provide police and fire protection, library resources, solid waste disposal, and other municipal services which meet or exceed the existing and future needs of the residents in the service area.	The intent of this policy is to provide adequate service levels of public services.	Potentially Consistent. The SMFD currently employs 71 full-time fire employees, well above their standard of providing one full-time fire employee per 1,820 persons. Therefore, the project's projected increase in residents and service population would not result in the need for additional fire personnel and would not significantly impact SMFD's firefighter-to-population ratio. As described in Section 4.12, Public Services and Recreation, the SMPD is not currently meeting the City's RME objective of 1.3 sworn police officers per 1,000 residents. However, the City's Capital Projects budget has allocated funds for additional fleet expansion for the SMPD as well as additional technician vehicles, and future commercial development would generate sales taxes that would directly support the City's police protection services through Measure U. Based on the City's RME, the project's projected population increase would not result in exceedance of the planning ratios for library square footage and books per capita for public libraries in the city. As described in Section 4.14, Utilities and Service Systems, the project's solid waste generation of 1.94 tons per day would equate to approximately 13.58 tons of solid waste per week, which would represent a negligible amount of the Santa Maria Regional Landfill's permitted disposal rate of 6,006 tons per week. The Los Flores Integrated Waste Management Facility is anticipated to have a similar disposal rate when it opens. Based on the City's approved and future solid waste disposal capacity, project solid waste generation rates, and required adherence to applicable state and local waste diversion policies, solid waste generated during project construction and operation would not exceed the capacity of local infrastructure in combination with existing city waste disposal flows.
Housing Element		
Program 2. The City actively encourages residential development through annexation of land suitable for development. Residential development, constrained as a municipality approaches buildout within its jurisdictional boundaries, requires more land or more intense use of existing land. The type and tenure of housing choice for low- and very low-income households become limited as residential development slows. Additionally, as buildout approaches, the economics of supply and demand come into operation. As housing supply diminishes but demand remains strong, housing costs inevitably rise. This situation further constrains housing choice for low-income households.	The intent of this program is to ensure that adequate land exists for residential development by actively encouraging annexation of land suitable for residential development.	Potentially Consistent. The project site is currently located outside the Santa Maria city limits but within the existing SOI, as defined in the City's General Plan Land Use Element. An SOI is a planning boundary that is outside of an agency's legal boundary (i.e., the city limit line) that defines the agency's probable future boundary and service area. The project would allow for the future development of a new residential neighborhood with 400 apartments and 95 townhomes, which would diversify the range of housing types available in the city. By increasing the potential for high-density residential uses in the city, the project would help the City meet its RHNA.

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Goal H.1. Assure sufficient development potential to accommodate future residential growth and construction.	Ensure sufficient land is available for required residential development.	Potentially Consistent. The project site is currently undeveloped and located within the City's SOI in proximity to existing service connections, making it a good candidate for future residential growth and construction. The project would allow for the future development of a new residential neighborhood with 400 apartments and 95 townhomes, which would diversify the range of housing types available in the city and help the City meet its RHNA.
Policy 1-C. Action steps to annex sufficient land for residential needs. 1) The City will continue to support the use of infill projects for residential development to meet its growing housing need and will actively encourage planned residential developments in infill locations. When appropriate, land for additional residential development may be obtained through annexation of suitable land. This program has been successfully implemented in the past, and the City will continue to monitor the need for future annexations, if appropriate. 2) Based on the IC Davis Farmworker Data and the Census 2000 data, Santa Maria houses 55% of the Santa Barbara County farmworker population. [...] The City will work cooperatively with County and State government entities as well as non-profit and agriculture community to address housing for all special needs populations.	The intent of this policy is to continue to secure suitable sites for residential development to meet the housing needs of the community.	Potentially Consistent. The project site is currently undeveloped and located within the City's SOI in proximity to existing service connections, making it a good candidate for annexation for future residential growth and construction. The project would allow for the future development of a new residential neighborhood with 400 apartments and 95 townhomes, which would diversify the range of housing types available in the city and help the City meet its RHNA.
Action Step H.C.1. The City will continue to support the use of infill projects for residential development to meet its growing housing need and will actively encourage planned residential developments in infill locations. When appropriate, land for additional residential development may be obtained through annexation of suitable land. This program has been successfully implemented in the past, and the City will continue to monitor the need for future annexations, if appropriate.	The intent of this action step is to support residential development by actively supporting infill projects as well as supporting annexation of suitable land when appropriate.	Potentially Consistent. The project site is currently undeveloped and located within the City's SOI in proximity to existing service connections, making it a good candidate for annexation. The project site is surrounded by existing and/or proposed urban land uses and roadways. Therefore, future development within the project site would be considered infill development.
Economic Development Element		
Core Policy 4. Provide sufficient commercial/industrial sites that meet the size and location needs of prospects. To that end, unless the subject property clearly cannot be used for industrial purposes, suppress the rezoning of any sites from existing industrial zoning unless an equal or greater amount of land is zoned to an industrial classification prior to or during the zoning process.	The intent of this policy is to provide suitable, compatible land for development of commercial/industrial land uses.	Potentially Consistent. The project is intended to facilitate the future development of up to 96,800 square feet of commercial development. By providing areas suitable for small retail sales establishments, the project provides for commercial uses that would serve the daily needs of the new residents and the surrounding community including those traveling on UVP.
Fast Forward 2040 Regional Transportation Plan and Sustainable Communities Strategy		
Goal 1. Environment. Foster patterns of growth, development, and transportation that protect natural resources and lead to a healthy environment.	Prioritize protection of natural resources and community health through the development process.	Potentially Consistent with Mitigation. The project's potential to result in impacts to natural resources, including, but not limited to, air quality, biological resources, and cultural resources, has been evaluated within this EIR. Mitigation measures have been identified

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Policy 1.1. Land Use. The planning, construction, and operation of transportation facilities shall be coordinated with local land use planning and should encourage local agencies to: • Make land use decisions that adequately address regional transportation issues and are consistent with the RTP/SCS. • Promote better balance of jobs and housing to reduce long-distance commuting by means of traditional land use zoning, infill development, and other, unconventional land use tools, such as employer-sponsored housing programs, economic development programs, commercial growth management ordinances, average unit size ordinances, and parking pricing policies. • Plan for transit-oriented development consistent with the RTP/SCS by concentrating residences and commercial centers in urban areas near rail stations, transit centers, and along transit development corridors and by designing and building “complete streets” serving all transportation modes that connect high-usage origins and designations. • Preserve open space, agricultural land, and sensitive biological areas.	The intent of this policy is to promote strategic land use planning to maximize continuity, preserve sensitive resources, and minimize environmental impacts.	to avoid, reduce, and/or compensate for impacts to these resources as detailed in their respective sections in this document. Potential impacts to human health have been evaluated in Section 4.2, Air Quality and Greenhouse Gas Emissions, Section 4.7, Hazards and Hazardous Materials, and Section 4.10, Noise. Mitigation measures have been identified to address potential impacts that may have an adverse effect on human health during project construction. During operation of the project, the project conceptual plan includes maintaining the existing bicyclist facilities located along the project site’s frontage roads, as well as construction of neighborhood parks, a pool, and clubhouse to provide onsite recreation activities for residents. In addition, mitigation has been identified in Section 4.2, Air Quality and Greenhouse Gas Emissions, to require implementation of design features to encourage the use of alternative transportation modes, including, but not limited to, provision of a pedestrian-friendly and interconnected streetscape with good access to and from development uses for pedestrians, bicyclists, and transit users, incorporation of traffic-calming modifications to reduce vehicle speeds and increase pedestrian and bicyclist safety, and provision of employee lockers and showers Potentially Consistent with Mitigation. The conceptual development plan includes frontage improvements along Orcutt Road and UVP, including road widening where needed; curbs, gutters, and sidewalks; and signalization of the Hummel Road/UVP intersection. These improvements are further discussed in Section 4.13, Transportation, and would improve all roads local to the project to keep roads functioning at an acceptable LOS C or better. Mitigation has been identified to require improved alternative transportation infrastructure, which would be consistent with the intent of the RTP/SCS. Based on an estimate developed by the Applicant, approximately 485 new jobs are expected to be created. The project site is surrounded by existing and/or proposed urban land uses and roadways. Therefore, future development within the project site would be considered infill development. The conceptual development plan includes transit stops located along Orcutt Road, which would provide easy access to the future commercial uses located within the project site. The project site does not currently support open space or agricultural land. Sensitive biological resources have been identified and potential impacts to these resources have been detailed in Section 4.3, Biological

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Identify, minimize, and mitigate adverse environmental impacts and, in particular, require mitigation of traffic impacts of new land development through onsite and related offsite improvements for all modes of transportation, including incentives to encourage the use of alternative transportation modes.		Resources. Mitigation has been identified to reduce potential impacts to these resources to a less-than-significant level. As described in Section 4.2, Air Quality and Greenhouse Gas Emissions, mitigation measures have been identified to require implementation of design features to encourage the use of alternative transportation modes, including, but not limited to, provision of a pedestrian-friendly and interconnected streetscape with good access to and from development uses for pedestrians, bicyclists, and transit users, incorporation of traffic-calming modifications to reduce vehicle speeds and increase pedestrian and bicyclist safety, and provision of employee lockers and showers.
Policy 1.2. Air Quality. Transportation planning and projects shall be designed to: - Lead to reductions in greenhouse gas and criteria pollutant emissions, consistent with the air quality goals of the region, including targets for greenhouse gas emissions from passenger vehicles in 2020 and 2035 as required by Senate Bill 375. - Be in conformity with the Air Pollution Control District Clean Air Plan and the State Implementation Plan (SIP) and meet the National Ambient Air Quality Standards as required by the federal Clean Air Act.	The intent of this policy is to reduce regional mobile-source GHG emissions.	Potentially Consistent with Mitigation. As described in Section 4.2, Air Quality and Greenhouse Gas Emissions, the project would be consistent with the growth assumptions in the Ozone Plan. In addition, the proposed land uses would not include large industrial stationary sources of air pollutant emissions that would be subject to SBCAPCD permitting requirements. The proposed project would be considered consistent with regional air quality planning efforts, including SBCAPCD's 2019 Ozone Plan and the County's RTP/SCS. The project would be consistent with dust control measures required by the SBCAPCD. Therefore, the project would be consistent with the applicable air quality plans. As described in Section 4.2, Air Quality and Greenhouse Gas Emissions, the proposed project would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. However, the proposed project has the potential to be inconsistent with goals and objectives of the 2050 RTP/SCS and the California Air Resources Board's 2017 <i>Climate Change Scoping Plan</i> related to reducing criteria pollutant emissions and promoting alternative modes of transportation. Mitigation measures have been identified to require the implementation of measures to reduce operational GHG emissions, including measures to promote the use of alternative means of transportation, installation of electrically powered appliances and building mechanical equipment in place of natural gas-fueled equipment, installation of electric vehicle-ready parking spaces, and to prohibit the installation of natural gas.
Policy 1.3. Alternative Fuels and Energy. Transportation planning and projects shall: Encourage the use of alternative fuels, and the application of advanced transportation and energy technologies	The intent of this policy is to encourage use of clean energy sources.	Potentially Consistent with Mitigation. Mitigation measures have been identified to require the implementation of measures to reduce operational GHG emissions, including measures to promote the use of alternative means of transportation, installation of electrically powered appliances and building

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to reduce vehicular emission production and energy consumption. Promote renewable energy and energy conservation, consistent with applicable federal, state, and local energy programs, goals, and objectives.		mechanical equipment in place of natural gas–fueled equipment, installation of electric vehicle–ready parking spaces, and to prohibit the installation of natural gas.
Policy 2.3. Alternative Transportation Modes. Transportation planning and projects shall: - Encourage alternatives to single-occupancy vehicle trips and the use of alternative transportation modes to reduce vehicle miles traveled and increase bike, walk, and transit mode share. - Provide for a variety of transportation modes and ensure connectivity within and between transportation modes both within and outside the Santa Barbara region. Alternative mode planning and projects shall be compatible with neighboring regions’ transportation systems. - Plan and provide for ancillary support facilities for alternative transportation, such as bicycle parking. - Promote inter-regional commuter transit and rail service. - Promote local and inter-city transit. - Work to complete the California Coastal Trail through provision and implementation of trail segments and connections in coordination with the California State Coastal Conservancy, California Department of Parks and Recreation, California Coastal Commission, California Department of Transportation, and other agencies.	The intent of this policy is to encourage use of alternative transportation modes.	Potentially Consistent with Mitigation. As described in Section 4.2, Air Quality and Greenhouse Gas Emissions, mitigation measures have been identified to require implementation of design features to encourage the use of alternative transportation modes, including, but not limited to, provision of a pedestrian-friendly and interconnected streetscape with good access to and from development uses for pedestrians, bicyclists, and transit users, incorporation of traffic-calming modifications to reduce vehicle speeds and increase pedestrian and bicyclist safety, and provision of employee lockers and showers.
Goal 3. Equity. Ensure that the transportation and housing needs of all socioeconomic groups are adequately served.	Ensure equitable access to transportation and housing.	Potentially Consistent. The project would allow for the future development of a mix of residential and commercial land uses within the city limits. The project would allow for the future development of a new residential neighborhood with 400 apartments and 95 townhomes, which would diversify the range of housing types available in the city. The conceptual development plan includes transit stops located along Orcutt Road, which would provide easy access to the future commercial uses located within the project site.
Policy 3.2. Affordable Housing. Plan for adequate affordable and workforce housing within existing urbanized areas near jobs and public transit.	The intent of this policy is to provide adequate affordable and workforce housing options.	Potentially Consistent. While the project is not proposing units that are categorized as affordable units through deed restriction, the project does allow for the future housing that would provide more affordable options to the community. The project would diversify the range of housing types available in the city by increasing the available housing supply for apartments and condominiums which are in most cases more affordable than single family dwellings.

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Policy 5.2. Support Business and Local Investment. The RTP-SCS shall: - Promote a mix of land uses responsive to the needs of businesses, including agriculture and tourism. - Support investment by businesses in local communities. - Encourage the creation of high-paying jobs, especially in areas with an imbalance of housing relative to jobs.	The intent of this policy is to promote a mix of land uses, support businesses, and encourage creation of high-paying jobs.	Potentially Consistent. The project would allow for the future development of a mix of residential and commercial land uses within the city limits. The project would allow for the future development of a new residential neighborhood with 400 apartments and 95 townhomes, which would diversify the range of housing types available in the city. By increasing the potential for high-density residential uses in the city, the project would help the City meet its RHNA. The proposed residential neighborhoods would be surrounded by compatible uses including surrounding residential neighborhoods and neighborhood commercial uses. The mix of residential and general commercial uses offers housing, employment, and shopping opportunities for residents of the greater community.
Santa Barbara County Congestion Management Program		
Objective: Livability. Work to foster livable communities—areas where coordinated transportation, housing, and commercial development gives people access to affordable and environmentally sustainable transportation.	The intent of this objective is to support the development of livable communities including housing, jobs, and environmentally sustainable transportation.	Potentially Consistent. The project site is in a future transit priority area under the Congestion Management Program, and includes high-density residential development combined with commercial development. The project also includes Class II bike lanes and public transit stops to promote environmentally sustainable transportation. Therefore, the project is consistent with the objective of developing livable communities.
Objective: Multi-Modal Access & Reliability. Implement congestion relief strategies where necessary to reduce travel times, encourage increased coordination amongst service providers, provide a healthy, safe, and reliable multi-modal network, and increase opportunities for all users of the regional transportation system.	The intent of this policy is to improve access to and reliability of multi-modal transportation facilities.	Potentially Consistent with Mitigation. As described in Section 4.2, Air Quality and Greenhouse Gas Emissions, mitigation measures have been identified to require implementation of design features to encourage the use of alternative transportation modes, including, but not limited to, provision of a pedestrian-friendly and interconnected streetscape with good access to and from development uses for pedestrians, bicyclists, and transit users, incorporation of traffic-calming modifications to reduce vehicle speeds and increase pedestrian and bicyclist safety, and provision of employee lockers and showers.
Objective: Economic Vitality. Support growth in economic activity and maintain quality of life in the region by promoting the efficient movement of people and goods.	The intent of this objective is to support economic growth while maintaining quality of life.	Potentially Consistent. The project would allow for the future development of a mix of residential and commercial land uses within the city limits. As described in Section 4.2, Air Quality and Greenhouse Gas Emissions, mitigation measures have been identified to require implementation of design features to encourage the use of alternative transportation modes, including, but not limited to, provision of a pedestrian-friendly and interconnected streetscape with good access to and from development uses for pedestrians, bicyclists, and transit users, incorporation of traffic-calming modifications to reduce vehicle speeds and increase

Goals, Policies, Plans, Programs, and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
		pedestrian and bicyclist safety, and provision of employee lockers and showers
Adopted 1993 Santa Barbara County Airport Land Use Plan		
Airport Noise Restrictions. Compatible land uses within the 65-dB noise contour include agriculture, airport property, industrial property, commercial property zoned open space, high-rise apartment with proper noise insulation together with central air conditioning (exterior noise to be attenuated to assure that the interior noise level does not exceed 45 dB during aircraft operations), and property subject to aviation easement for noise. Residential structures located within a CNEL contour of 60 dB require an acoustical analysis showing that the structure has been designed to limit intruding noise to not more than 45 dB CNEL in any habitable room.	The intent of this policy is to avoid land use conflicts due to airport noise.	Potentially Consistent. The project site is located within the AIA of the Santa Maria Public Airport, which is located approximately 1 mile northwest of the project site. The northeast corner of the project site consisting of proposed commercial development is located within the 60-A-weighted decibel (dBA) CNEL noise contour and the proposed residential portion of the project site is located outside of the projected 60-dBA CNEL noise contour of the Airport (see Section 4.10, Noise, Figures 4.10-3 and 4.10-4).
Building Height Restrictions. All uses shall comply with the Federal Aviation Administration (FAA) Federal Aviation Regulations Part 77 "Objects Affecting Navigable Airspace" which sets forth criteria for preservation of navigable airspace in the area of airport traffic patterns. The navigable airspace in Safety Area 2 begins at 150 feet above the established airport elevation.	The intent of this policy is to maintain safe navigable airspace around airports.	Potentially Consistent. The majority of the project site is located within the approach zone, which corresponds to Safety Area 2 of the 1993 ALUP (see Figure 4.7-1). As a general rule, buildings within Safety Area 2 are not permitted to extend beyond 150 feet above the established airport elevation. The City Zoning Ordinance applies lower height standards for all zoning designations within the city than the height limitations in the 1993 ALUP.
Airport Safety Land Use Restrictions. Certain land uses and activities within the approach and clear zones which extend from the end of the runways may distract or cause confusion to the pilots of landing aircraft and thus may add materially to the hazard within these areas and therefore should be avoided. These uses include: - Any use which would direct a steady light or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator (VASI). - Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a straight final approach toward a landing at an airport. - Any use which would generate smoke or which may otherwise affect safe air navigation within this area.	The intent of this policy is to ensure the safety of airport operations and surrounding land uses.	Potentially Consistent with Mitigation. The project does not propose any specific development within the site at this time; therefore, the specific type and location of buildings in the conceptual development plan are not currently known and would be potentially subject to change from the current conceptual development plan. Mitigation has been identified to require future development permit applicants to demonstrate full compliance with all safety standards and compatibility policies of the airport land use plan in effect at the time of Planned Development Permit approval for uses within the project site. These safety standards and compatibility policies would include population density requirements, safety compatibility requirements, limitations on use of reflective building materials, and exterior lighting standards intended to avoid potential safety hazards associated with the regular ingress/egress of planes near the project site.

Goals, Policies, Plans, Programs, and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or airport instrumentation.		
Safety Zone 2 Airport Land Use Compatibility Standards. Within Safety Area 2 (Approach Zone), the ALUC defines incompatible land uses as follows: - All residential construction within 1 mile of the runway end except new single-family residence construction on existing recorded parcels and rebuilding and alteration which will not increase density. - Non-residential uses within 1 mile of the runway end which would result in large concentrations of people such as, but not limited to, shopping centers, schools, hospitals, or stadiums. - Hazardous installations such as oil or gas storage.	The intent of this policy is to avoid compatibility conflicts and safety hazards within proximity of an airport.	Potentially Consistent with Mitigation. A small portion of the northwestern corner of the project site located within the 1993 ALUP Safety Area 2 is also located within 1 mile of the runway end. No residential land uses are proposed in this area. Mitigation has been identified to require future development permit applicants of non-residential uses in this area to demonstrate full compliance with all safety standards and compatibility policies of the airport land use plan in effect at the time of Planned Development Permit approval for uses within the project site. These safety standards and compatibility policies would include population density requirements, safety compatibility requirements, limitations on use of reflective building materials, and exterior lighting standards intended to avoid potential safety hazards associated with the regular ingress/egress of planes near the project site.
2022 Draft Santa Maria Airport Land Use Compatibility Plan		
3.2.2. Measures of Noise Compatibility. The criteria of Table 3-1 [of the 2022 Draft Santa Maria Airport Land Use Compatibility Plan] indicate the maximum acceptable airport-related noise levels, measured in terms of CNEL, for residential and a range of nonresidential land uses.	The intent of this policy is to identify compatible land uses based on airport noise exposure.	Potentially Consistent. A Noise and Groundborne Vibration Impact Assessment was prepared for the project (AMBIENT 2022c). As detailed in Section 4.10, Noise, the northeast corner of the project site consisting of proposed commercial development is located within the 60-dBA CNEL noise contour and the proposed residential portion of the project site is located outside of the projected 60-dBA CNEL noise contour of the Airport. Therefore, the project would be consistent with the noise compatibility criteria included in the 2022 Draft ALUCP.
3.2.3. Acceptable Noise Levels for Specific Types of Land Use Actions. - The urban threshold for evaluation is the projected 55-dB CNEL contour. All land uses located outside these contours are consistent with the noise compatibility policies. - The maximum airport-related noise level considered compatible for new residential development in the environs of the urban Airports is 65 dB CNEL. The compatibility of new nonresidential development with Airport-related noise levels in indicated in Table 3-1 [of the 2022 Draft Santa Maria Airport Land Use Compatibility Plan]. Land uses not specifically listed shall be evaluated using criteria for similarly listed uses, as determined by the ALUC.	The intent of this policy is to avoid land use conflicts due to airport noise exposure.	Potentially Consistent. A Noise and Groundborne Vibration Impact Assessment was prepared for the project (AMBIENT 2022c). As detailed in Section 4.10, Noise, the northeast corner of the project site consisting of proposed commercial development is located within the 60-dBA CNEL noise contour and the proposed residential portion of the project site is located outside of the projected 60-dBA CNEL noise contour of the Airport. Therefore, the project would be consistent with the noise compatibility criteria included in the 2022 Draft ALUCP. In addition, predicted aircraft noise levels at the project site would be largely masked by roadway traffic noise from area roadways and implementation of the proposed project would not result in exposure to excessive aircraft-related noise.

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3.2.5. Interior Noise Levels. Land uses for which indoor activities may be easily disrupted by noise shall be required to comply with the interior noise level criteria, as indicated in Table 3-1 <i>[of the 2022 Draft Santa Maria Airport Land Use Compatibility Plan]</i> .	The intent of this policy is to avoid adverse interior noise impacts due to airport noise exposure.	
3.3.1. Evaluating Safety Compatibility for New Development. The safety compatibility of proposed land use actions within the AIA of the Santa Maria Airport shall be evaluated in accordance with the policies set forth in this section, in Table 3-2 and the safety zones depicted in Chapter 4 <i>[of the 2022 Draft Santa Maria Airport Land Use Compatibility Plan]</i> .	The intent of this policy is to avoid safety hazards associated with proximity to airport operations.	Potentially Consistent with Mitigation. The project does not propose any specific development within the site at this time; therefore, the specific type and location of buildings in the conceptual development plan are not currently known and would be potentially subject to change from the current conceptual development plan. Mitigation has been identified to require future development permit applicants to demonstrate full compliance with all safety standards and compatibility policies of the airport land use plan in effect at the time of Planned Development Permit approval for uses within the project site. These safety standards and compatibility policies would include population density requirements, safety compatibility requirements, limitations on use of reflective building materials, and exterior lighting standards intended to avoid potential safety hazards associated with the regular ingress/egress of planes near the project site.
3.3.5 Nonresidential Development Criteria. b. Evaluation of the compatibility of a proposed nonresidential land use action shall be made using the land use types listed in Figures 3-3 through 3-5 <i>[of the 2022 Draft Santa Maria Airport Land Use Compatibility Plan]</i> . Proposed development for which no land use type is listed shall be evaluated by ALUC staff using a comparable land use identified in the table. The appropriate evaluation criteria for any proposed land use shall be determined by ALUC staff.	The intent of this policy is to avoid safety hazards associated with proximity to airport operations for nonresidential uses.	
3.3.12. Risk Reduction Design Features (Urban Only). a. Buildings that incorporate the special risk-reduction design features listed below are allowed maximum usage intensities as follows: – Within Safety Zone 2: up to 75 people per acre – Within Safety Zone 3: up to 150 people per acre – Within Safety Zone 4: up to 150 people per acre – Within Safety Zone 5: up to 225 people per acre b. To qualify for the risk-reduction intensity bonus, a building must have: 1. A zoned automatic fire sprinkler system; and 2. Any two of the following four features: ▪ One-hour construction (including interior partitions, structural walls, roofs, and floors); ▪ At least one additional exit beyond California	The intent of this policy is to allow for increased intensities in airport safety zones if additional safety precautions are implemented.	Potentially Consistent with Mitigation. The project does not propose any specific development within the site at this time; therefore, the specific type and location of buildings in the conceptual development plan are not currently known and would be potentially subject to change from the current conceptual development plan. Mitigation has been identified to require future development permit applicants to demonstrate full compliance with all safety standards and compatibility policies of the airport land use plan in effect at the time of Planned Development Permit approval for uses within the project site. These safety standards and compatibility policies would include population density requirements, safety compatibility requirements, limitations on use of reflective building materials, and exterior lighting standards intended to avoid potential safety hazards associated with the regular ingress/egress of planes near the project site.

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Building Code (CBC) requirements; ▪ An upgraded roof strength beyond CBC requirements and no skylights; ▪ Concrete or reinforced masonry exterior walls or other strengthening techniques approved by the local agency.		
3.4.4. ALUC Airspace Obstruction Criteria. Except as provided in Paragraphs (b) and (c) of this policy, no object, including a mobile object such as a vehicle or temporary object such as a construction crane, shall have a height that would result in penetration of the airspace protection surfaces depicted for Santa Maria Airport in Chapter 4 [of the 2022 Draft Santa Maria Airport Land Use Compatibility Plan]. Any object that penetrates one of these surfaces is, by FAA definition, deemed an obstruction.	The intent of this policy is to define and avoid obstructions into airspace protection areas to ensure safe airport operations.	Potentially Consistent. The City Zoning Ordinance applies more strict height standards for all zoning designations within the city as compared to the 2022 Draft ALUCP.
3.4.5. Other Flight Hazards. Land uses that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at each Airport shall be allowed within the AIA only if the uses are consistent with FAA rules and regulations. Specific Characteristics to be avoided include: 1. Sources of glare (such as from mirrored or other highly reflective buildings or building features) or bright lights (including search lights and laser light displays); 2. Distracting lights that could be mistaken for airport lights; 3. Sources of dust, steam, or smoke that may impair pilot visibility; 4. Sources of electrical interference with aircraft communications or navigation; and 5. Any proposed use that creates an attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to, Advisory Circular 150/5200 33B, Hazardous Wildlife Attractants On or Near Airports. Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight.	The intent of this policy is to avoid hazards that may endanger the safety of aircraft occupants and occupants of land uses within proximity to the airport.	Potentially Consistent with Mitigation. The project does not propose any specific development within the site at this time; therefore, the specific type and location of buildings in the conceptual development plan are not currently known and would be potentially subject to change from the current conceptual development plan. Mitigation has been identified to require future development permit applicants to demonstrate full compliance with all safety standards and compatibility policies of the airport land use plan in effect at the time of Planned Development Permit approval for uses within the project site. These safety standards and compatibility policies would include population density requirements, safety compatibility requirements, limitations on use of reflective building materials, and exterior lighting standards intended to avoid potential safety hazards associated with the regular ingress/egress of planes near the project site.

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Santa Barbara County LAFCO Policies and Standards		
Sphere of Influence Policies		
Policy 2. Community-centered urban development will be encouraged wherever justified on the basis of reduced cost of desired levels of community services, energy conservation, and preservation of agricultural and open space resources.	The intent of this policy is to encourage community-centered development in SOIs.	Potentially Consistent. The project site is located in the City of Santa Maria's SOI and would allow for the future development of local community-serving commercial retail land uses, as well as allow for the future development of a mix of housing types that would help the City meet its RHNA.
Policy 3. Districts within a city's sphere of influence should develop plans for orderly detachment of territory from the district or merger of the district as territory is annexed to the city and should plan capital improvements according, except where the type of district services provided are not provided by the city. The County shall be encouraged to ensure that development within a sphere of influence and area of interest meets City standards for public facilities and improvements by providing for City review of all County proposals within the City's area of interest.	The intent of this policy is to ensure development within SOIs meets City standards and has sufficient access to public services and utilities.	Potentially Consistent. As described in Section 4.14, Utilities and Service Systems, the project would require expanded utility infrastructure, including potable water, wastewater, stormwater, and other utilities, such as natural gas, electricity, telephone, and cable/data service. Future development of the project site would require a full range of onsite infrastructure improvements as well as several improvements that would be necessary outside of the boundaries of the 43.75-acre project site. These improvements have been scaled to provide acceptable levels of service for full buildout of the project site, using the proposed conceptual development plan as a guide. Upon completion of these identified utility improvements, future commercial and residential uses onsite would be supplied with reliable utility services with adequate capacity to serve onsite uses for the life of the project. Because the project includes annexation into city limits, the project has been designed to be consistent with applicable City development standards such as building setbacks, height limits, density requirements, etc.
Standards for Annexations to Cities		
Factors Favorable to Approval: 1. Proposal would eliminate islands, corridors, or other distortion of existing boundaries. 2. Proposed area is urban in character or urban development is imminent, requiring municipal or urban-type services. 3. Proposed area can be provided all urban services by agency as shown by agency service plan and proposals would enhance the efficient provision of urban services. 4. Proposal is consistent with the adopted spheres of influence and adopted general plans. 5. Request is by an agency for annexation of its publicly owned property, used for public purposes.	Identify favorable criteria to evaluate annexation projects.	Potentially Consistent with Mitigation. 1. The project site is bordered by City of Santa Maria city limits to the north and to the west. Therefore, annexation of the project site would not create an island or distort existing boundaries. 2. The project site is surrounded by existing urban development and under the Santa Barbara County Land Use and Development Code, the site is zoned Commercial (C-2), which is applied to provide retail business and commercial land uses for the residents of the surrounding community. 3. As described in Section 4.14, Utilities and Service Systems, the project would require expanded utility infrastructure, including potable water, wastewater, stormwater, and other utilities, such as natural gas, electricity, telephone, and cable/data service. Future development of the project site would require a full range of onsite infrastructure improvements as well as several

Goals, Policies, Plans, Programs, and Standards	Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts	Preliminary Consistency Determination
Factors Unfavorable to Approval:	1. Proposal would create islands, corridors, or peninsulas of city or district area or would otherwise cause or further the distortion of existing boundaries. 2. The proposal would result in a premature intrusion of urbanization into a predominantly agricultural or rural area. 3. For reasons of topography, distance, natural boundaries, or like considerations, the extension of services would be financially infeasible, or another means of supplying services by acceptable alternatives is preferable. 4. Annexation would encourage a type of development in an area which due to terrain, isolation, or other economic or social reason, such development is not in the public interest. 5. The proposal appears to be motivated by inter-agency rivalry, land speculation, or other motives not in the public interest. 6. Boundaries of proposed annexation do not include logical service area or are otherwise improperly drawn. 7. The proposal is inconsistent with adopted spheres of influence and adopted general plans.	improvements that would be necessary outside of the boundaries of the 43.75-acre project site. These improvements have been scaled to provide acceptable levels of service for full buildout of the project site, using the proposed conceptual development plan as a guide. 4. The project has been designed to be consistent with the adopted SOI and would be consistent with the goals and policies in the City's General Plan with implementation of mitigation measures identified in this EIR. 5. The project is not publicly owned property, therefore this factor is not applicable. Potentially Consistent with Mitigation. 1. The project site is bordered by City of Santa Maria city limits to the north and to the west. Therefore, annexation of the project site would not create an island or distort existing boundaries. 2. The project site is surrounded by existing urban development and under the Santa Barbara County Land Use and Development Code, the site is zoned Commercial (C-2), which is applied to provide retail business and commercial land uses for the residents of the surrounding community. 3. The project would require new connections to proximate existing utility infrastructure. These improvements have been scaled to provide acceptable levels of service for full buildout of the project site, and would not require a significant and/or cost-prohibitive expansion of infrastructure. 4. The project site is located in the City of Santa Maria's SOI and would allow for the future development of local community-serving commercial retail land uses, as well as allow for the future development of a mix of housing types that would help the City meet its RHNA. 5. Based on available information and preliminary inter-agency coordination efforts, the project is not motivated by inter-agency rivalry, land speculation, or other motives not in the public interest. 6. The project would not change existing service boundaries for water or wastewater services. 7. The project has been designed to be consistent with the adopted SOI and would be consistent with the goals and policies in the City's General Plan with implementation of mitigation measures identified in this EIR.

4.9.3 Thresholds of Significance

The following thresholds of significance for the environmental effects related to land use and planning are based on Appendix G of the State CEQA Guidelines. An impact is considered significant if the project would:

- a. Physically divide an established community.
- 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.

Each of these thresholds is discussed under Section 4.9.5, Project-Specific Impacts and Mitigation Measures, below.

4.9.4 Impact Assessment Methodology

Sources of land use information reviewed for this analysis include the City General Plan, Santa Maria Airport Business Park Specific Plan, SBCAG RTP/SCS, the 1993 ALUP, the 2022 Draft ALUCP, SBLAFCO's policies and standards, as well as available Geographic Information System (GIS) data provided by the City and County. Recent EIRs, including the Santa Maria Airport Business Park Supplemental EIR, were also reviewed.

The project's potential consistency with relevant plans and policies is evaluated in the previous Section 4.9.2.4, Consistency with Applicable Plans and Policies. Only project elements that have the potential to conflict with an applicable goal, policy, or program are evaluated further in this section. Based on State CEQA Statute, inconsistency with an adopted policy does not constitute an impact unless it may cause either a direct or indirect physical change in the environment, or a reasonably foreseeable physical change in the environment (CEQA Statute Section 21065). Therefore, the analysis provided in this section focuses on the goals, plans, policies, and programs that the project may potentially be inconsistent with and the potential physical impacts on the environment that may result from those potential inconsistencies.

4.9.5 Project-Specific Impacts and Mitigation Measures

Would the project physically divide an established community?

The project site is in the unincorporated community of Orcutt, adjacent to the southeastern city limits of the city of Santa Maria. The project site is located within the City's SOI, as defined in the City of Santa Maria General Plan and approved by SBLAFCO. An SOI is a planning boundary that is outside of an agency's legal boundary (i.e., the city limits) that defines the agency's probable future boundary and service area. For lands to be considered for annexation into a city, the land must be within the city's designated SOI.

The project site is currently undeveloped. The County's General Plan identifies the project site as being within the General Commercial/Office and Professional/Planned Development-3.3 General Plan designation and the Orcutt Community Plan (1997) identifies the project site as "Key Site 26 (Richards)" and also designates the site for residential and commercial development.

The project site's location within the City's SOI indicates that annexation and future development of this site was planned for and has been taken into consideration in planning other land uses and infrastructure in the area. Development of land uses on the project site would likely be similar regardless of whether the project site is annexed into the city of Santa Maria or if the site were to remain in the County's

unincorporated area. In addition, future development of commercial and residential uses onsite would serve city residents, residents of the community of Orcutt, and the general region. Therefore, the project would not physically divide an established community and potential impacts would be *less than significant*.

LUP Impact 1
The project would not include features that would physically divide an established community.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Impacts associated with division of an established community would be less than significant.</i>

Would the project 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?

Figure 4.9-3 shows the proposed pre-zoning designations within the project site. The proposed changes would result in the majority of the project site (27.40 acres) being zoned High Density Residential (R-3), and the remainder (16.35) zoned General Commercial. The project would also rezone the entire site to PD – Planned Development Overlay District. The proposed pre-zoning of the project site would allow for the future development of up to 495 residential units (400 apartments and 95 townhomes) and 131,100 square feet of commercial space on the project site.

Based on the evaluation of the project’s potential consistency with relevant plans and policies evaluated in the previous Section 4.9.2.4, the project would not have the potential to result in any inconsistencies with plans and policies; *no impact* would occur.

LUP Impact 2
The project would not 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.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Impacts associated with conflicts to land use plans, policies, and/or regulations would not occur.</i>

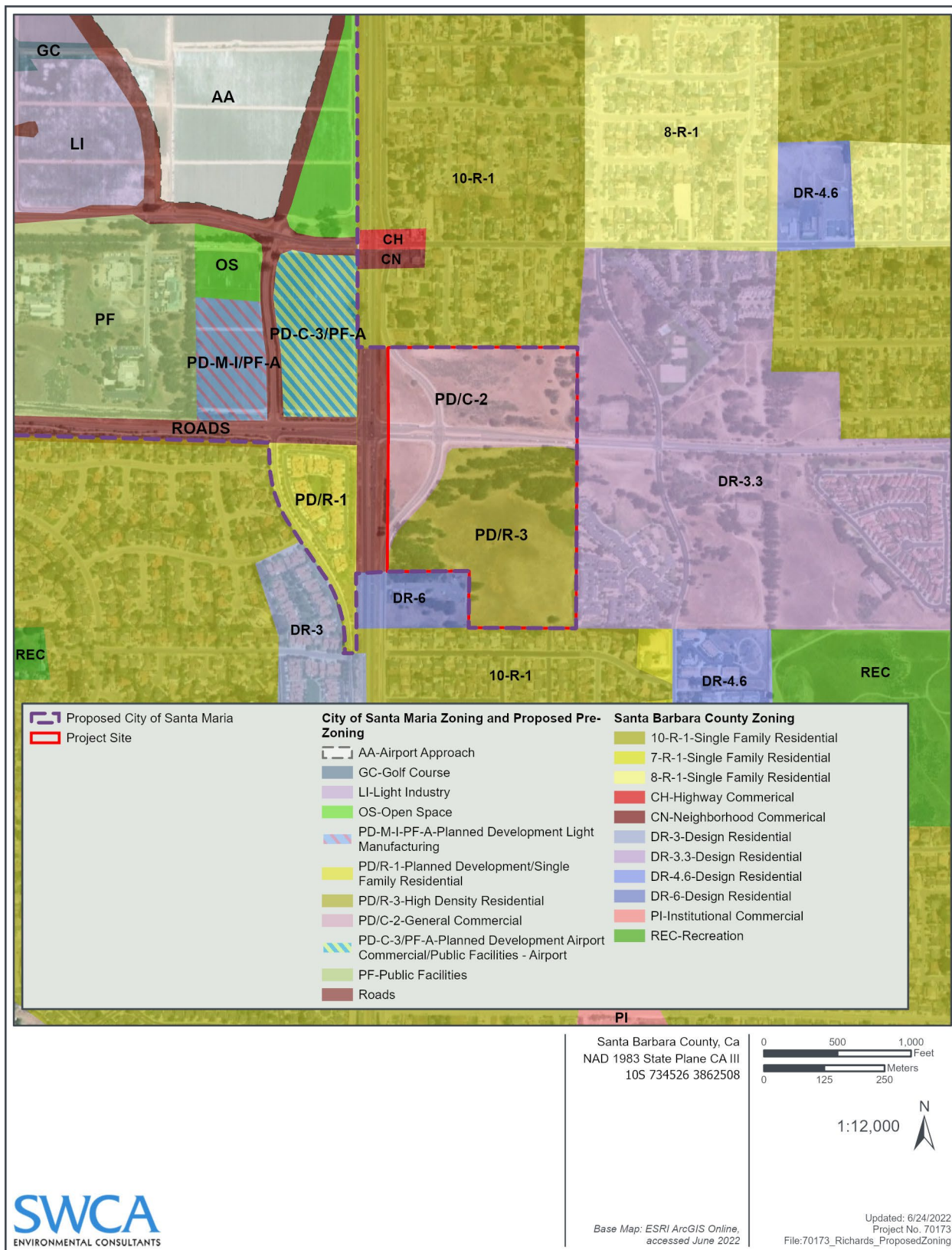


Figure 4.9-3. Proposed City pre-zoning designations.

4.9.6 Cumulative Impacts

As discussed above, implementation of the project would generally be consistent with applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, project impacts associated with land use and planning would not be cumulatively considerable; *no impact* would occur.

LUP Impact 3
The project would not result in cumulatively considerable impacts associated with land use and planning.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Cumulative impacts related to land use and planning would not occur.</i>

4.10 NOISE

The following setting and impact discussion is based, in part, on the *Noise and Groundborne Vibration Impact Assessment* prepared for the project (AMBIENT Air Quality & Noise Consulting [AMBIENT] 2022c; Appendix J). The Noise Impact Assessment includes an in-depth assessment of potential sources of noise generated by the project and the potential for existing sources of noise to disturb proposed land uses.

4.10.1 Existing Conditions

4.10.1.1 Overview of Environmental Noise

Noise is generally defined as sound that is loud, disagreeable, or unexpected. Sound is mechanical energy transmitted in the form of a wave as a result of a disturbance or vibration. Sound levels are described in terms of both amplitude and frequency.

AMPLITUDE

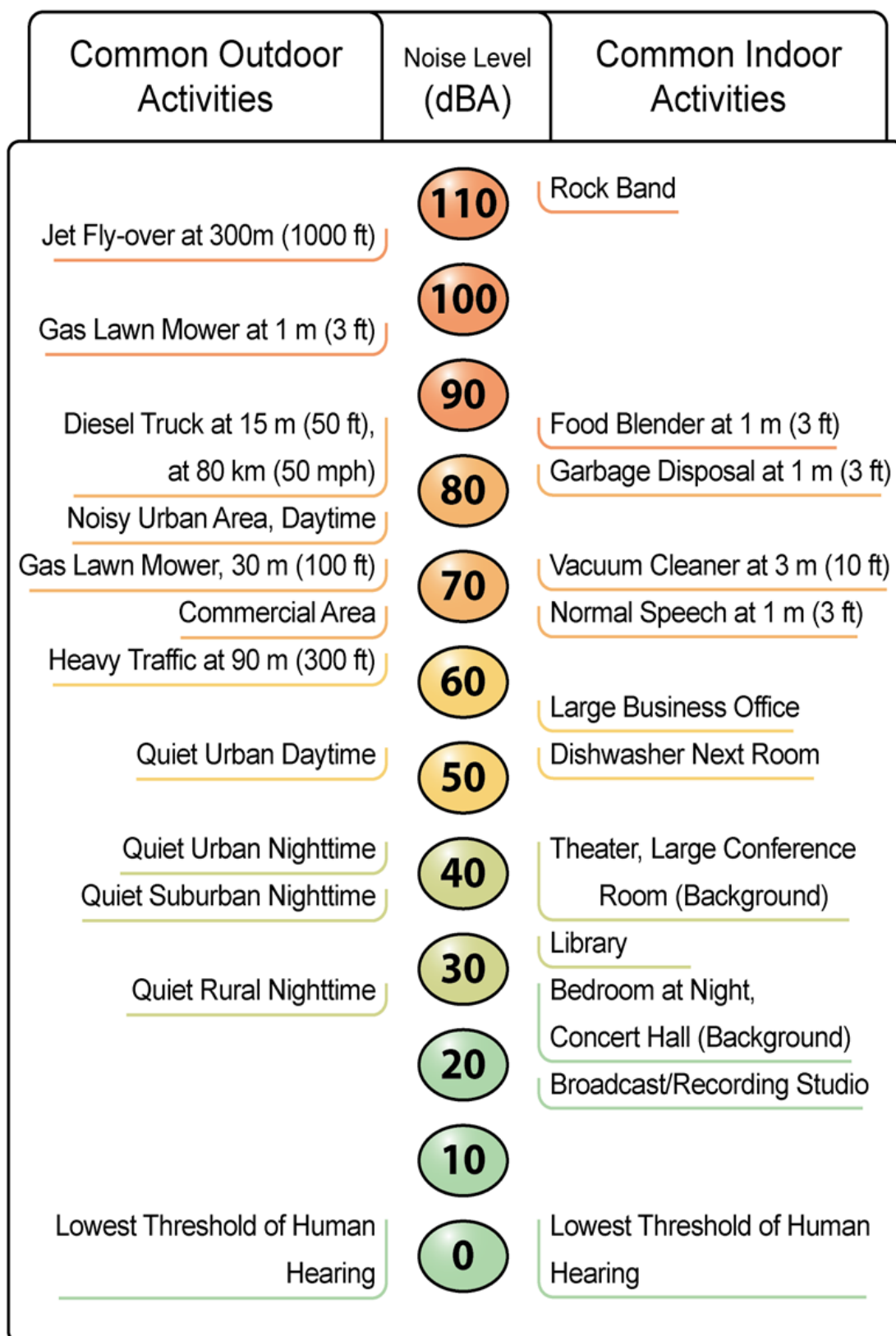
Amplitude is defined as the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic scale. For example, a sound source of 65 dB, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10-dB increase in amplitude with a perceived doubling of loudness and establish a 3-dB change in amplitude as the minimum audible difference perceptible to the average person.

FREQUENCY

The frequency of a sound is defined as the number of fluctuations of the pressure wave per second. The unit of frequency is the Hertz (Hz). One Hz equals one cycle per second. The human ear is not equally sensitive to the sound of different frequencies. For instance, the human ear is more sensitive to sound in the higher portion of this range than in the lower and sound waves below 16 Hz or above 20,000 Hz cannot be heard at all. To approximate the sensitivity of the human ear to changes in frequency, environmental sound is usually measured in what is referred to as “A-weighted decibels” (dBA). On this scale, the normal range of human hearing extends from about 10 dBA to about 140 dBA. Common community noise sources and associated noise levels are shown in Figure 4.10-1.

ADDITION OF DECIBELS

Because decibels are logarithmic units, sound levels cannot be added or subtracted through ordinary arithmetic. Under the dB scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one automobile produces a sound level of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB; rather, they would combine to produce 73 dB. Under the dB scale, three sources of equal loudness together would produce an increase of 5 dB.



Source: California Department of Transportation (2018)

Figure 4.10-1. Common community noise sources.

SOUND PROPAGATION AND ATTENUATION

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path, and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, depending on ground surface characteristics. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver, such as soft dirt, grass, or scattered bushes and trees), an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation for soft surfaces results in an overall attenuation rate of 4.5 dB per doubling of distance from the source.

Atmospheric Effects

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) from the highway due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.

Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in a minimum of 5 dB noise reduction. Taller barriers provide increased noise reduction.

Noise reductions afforded by building construction can vary depending on construction materials and techniques. Standard construction practices typically provide approximately 15 dBA exterior-to-interior noise reductions for building facades, with windows open, and approximately 20 to 30 dBA with windows closed. The absorptive characteristics of interior rooms, such as carpeted floors, draperies, and furniture, can result in further reductions in interior noise.

NOISE DESCRIPTORS

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the sound-pressure level in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within that range better than sounds of the same amplitude with higher or

lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies, which is referred to as the “A-weighted” sound level (expressed in units of dBA). The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or other special problems (e.g., B-, C-, and D-scales), but these scales are rarely used in conjunction with environmental noise.

The intensity of environmental noise fluctuates over time, and several descriptors of time-averaged noise levels are typically used. For the evaluation of environmental noise, the most commonly used descriptors are equivalent sound level (L_{eq}), day-night average sound level (L_{dn}), community noise equivalent level (CNEL), and sound-exposure level (SEL). The energy-equivalent sound level, L_{eq} , is a measure of the average energy content (intensity) of noise over any given period. Many communities use 24-hour descriptors of noise levels to regulate noise. The day-night average sound level, L_{dn} , is the 24-hour average of the noise intensity, with a 10-dBA “penalty” added for nighttime noise (10 p.m. to 7 a.m.) to account for the greater sensitivity to noise during this period. CNEL, the community equivalent noise level, is similar to L_{dn} but adds an additional 5-dBA penalty for evening noise (7 p.m. to 10 p.m.). Another descriptor that is commonly discussed is the sound-exposure level, expressed as SEL. The SEL describes a receiver’s cumulative noise exposure from a single noise event, which is defined as an acoustical event of short duration (0.5 second), such as a back-up beeper, the sound of an airplane traveling overhead, or a train whistle. Common noise level descriptors are summarized in Table 4.10-1.

Table 4.10-1. Common Acoustical Descriptors

Descriptor	Definition
Energy equivalent noise level (L_{eq})	The mean (average) energy noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, an average energy value (in dBA) is calculated.
Minimum noise level (L_{min})	The minimum instantaneous noise level during a specific period of time.
Maximum noise level (L_{max})	The maximum instantaneous noise level during a specific period of time.
Day-night average noise level (DNL or L_{dn})	The DNL was first recommended by the United States Environmental Protection Agency (USEPA) in 1974 as a “simple, uniform and appropriate way” of measuring long-term environmental noise. DNL takes into account both the frequency of occurrence and duration of all noise events during a 24-hour period with a 10-dBA “penalty” for noise events that occur between the more noise-sensitive hours of 10:00 p.m. and 7:00 a.m. In other words, 10 dBA is “added” to noise events that occur in the nighttime hours to account for increased sensitivity to noise during these hours.
Community noise equivalent level (CNEL)	The CNEL is similar to the L_{dn} described above, but with an additional 5-dBA “penalty” added to noise events that occur between the hours of 7:00 p.m. and 10:00 p.m. The calculated CNEL is typically approximately 0.5 dBA higher than the calculated L_{dn} .
Sound-exposure level (SEL)	The level of sound accumulated over a given time interval or event. Technically, the sound-exposure level is the level of the time-integrated mean square A-weighted sound for a stated time interval or event, with a reference time of 1 second.

Source: AMBIENT (2022c)

HUMAN RESPONSE TO NOISE

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from

interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases. The acceptability of noise and the threat to public well-being are the basis for land use planning policies preventing exposure to excessive community noise levels.

There is no completely satisfactory way to measure the subjective effects of noise or of the corresponding reactions of annoyance and dissatisfaction because of the wide variation in individual thresholds of annoyance and habituation to noise over differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted: the so-called "ambient" environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged.

Regarding increases in A-weighted noise levels, knowledge of the following relationships will be helpful in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived by humans.
- Outside of the laboratory, a change of 3 dB is considered a just-perceivable difference.
- A change in sound level of at least 5 dB is required before any noticeable change in community response would be expected. An increase of 5 dB is typically considered substantial.
- A change of 10 dB is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

A limitation of using a single noise-level increase value to evaluate noise impacts, as discussed above, is that this fails to account for pre-project noise conditions. With this in mind, the Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (i.e., CNEL, L_{dn}). FICON-recommended noise evaluation criteria are summarized in Table 4.10-2.

Table 4.10-2. FICON Recommended Criteria for Evaluation of Increases in Ambient Noise Levels

Ambient Noise Level without Project	Increase Required for Significant Impact
< 60 dB	5.0 dB, or greater
60–65 dB	3.0 dB, or greater
> 65 dB	1.5 dB, or greater

Source: AMBIENT (2022c)

As depicted in Table 4.10-2, an increase in the traffic noise level of 5.0 dB or greater would typically be considered to result in increased levels of annoyance where existing ambient noise levels are less than 60 dB. Within areas where the ambient noise level ranges from 60 to 65 dB, increased levels of annoyance would be anticipated at increases of 3 dB, or greater. Increases of 1.5 dB or greater could result in increased levels of annoyance in areas where the ambient noise level exceeds 65 dB.

The rationale for the FICON-recommended criteria is that as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause significant increases in annoyance.

EFFECTS OF NOISE ON HUMAN ACTIVITIES

The extent to which environmental noise is deemed to result in increased levels of annoyance, activity interference, and sleep disruption varies greatly from individual to individual depending on various factors, including the loudness or suddenness of the noise, the information value of the noise (e.g., aircraft overflights, child crying, fire alarm), and an individual's sleep state and sleep habits. Over time, adaptation to noise events and increased levels of noise may also occur. In terms of land use compatibility, environmental noise is often evaluated in terms of the potential for noise events to result in increased levels of annoyance, sleep disruption, or interference with speech communication, activities, and learning. Noise-related effects on human activities are discussed in more detail below.

Speech Communication

For most noise-sensitive land uses, an interior noise level of 45 dB L_{eq} is typically identified for the protection of speech communication in order to provide for 100% intelligibility of speech sounds. Assuming a minimum 20-dB reduction in sound level between outdoors and indoors, with windows closed, this interior noise level of 45 dB L_{eq} would equate to an exterior noise level of 65 dBA L_{eq} . For outdoor voice communication, exterior noise levels of 60 dBA L_{eq} allow normal conversation at distances up to 2 meters with 95% sentence intelligibility (U.S. Environmental Protection Agency [USEPA] 1974.) Based on this information, speech interference begins to become a problem when steady noise levels reach approximately 60 to 65 dBA.

Annoyance and Sleep Disruption

With regard to potential increases in annoyance, activity interference, and sleep disruption, land use compatibility determinations are typically based on the use of the cumulative noise exposure metrics (i.e., CNEL or L_{dn}). Perhaps the most comprehensive and widely accepted evaluation of the relationship between noise exposure and the extent of annoyance was originally developed by Theodore J. Schultz in 1978. His research findings provided support for L_{dn} as the descriptor for environmental noise and identified a correlation between the cumulative noise exposure metric and individuals who were highly annoyed by transportation noise. The Schultz curve, expressing this correlation, became a basis for noise standards. The Schultz curve indicates that approximately 13% of the population is highly annoyed at a noise level of 65 dBA L_{dn} . It also indicates that the percentage of people describing themselves as being highly annoyed accelerates smoothly between 55 and 70 dBA L_{dn} . A noise level of 65 dBA L_{dn} is a commonly referenced dividing point between lower and higher rates of people describing themselves as being highly annoyed.

The Schultz curve and associated research became the basis for many of the noise criteria subsequently established for federal, state, and local entities. Most federal and state of California regulations and policies related to transportation noise sources establish a noise level of 65 dBA CNEL/ L_{dn} as the basic limit of acceptable noise exposure for residential and other noise-sensitive land uses. For instance, with respect to aircraft noise, both the Federal Aviation Administration (FAA) and the State of California have identified a noise level of 65 dBA L_{dn} as the dividing point between normally compatible and normally incompatible residential land use generally applied for determination of land use compatibility. For noise-sensitive land uses exposed to aircraft noise, noise levels in excess of 65 dBA CNEL/ L_{dn} are typically considered to result in a potentially significant increase in levels of annoyance.

Allowing for an average exterior-to-interior noise reduction of 20 dB, an exterior noise level of 65 dBA CNEL/ L_{dn} would equate to an interior noise level of 45 dBA CNEL/ L_{dn} . An interior noise level of 45 dB CNEL/ L_{dn} is generally considered sufficient to protect against activity interference at most noise-sensitive land uses, including residential dwellings, and would also be sufficient to protect against sleep interference (USEPA 1974).

The cumulative noise exposure metric is currently the only noise metric for which there is a substantial body of research data and regulatory guidance defining the relationship between noise exposure, people's reactions, and land use compatibility. However, when evaluating environmental noise impacts involving intermittent noise events, such as aircraft overflights and train pass-bys, the use of cumulative noise metrics may not provide a thorough understanding of the resultant impact. The general public often finds it difficult to understand the relationship between intermittent noise events and cumulative noise exposure metrics. In such instances, supplemental use of other noise metrics, such as the L_{eq} or maximum sound level (L_{max}) descriptor, may be helpful as a means of increasing public understanding regarding the relationship between these metrics and the extent of the resultant noise impact.

GROUNDBORNE VIBRATION

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of amplitude and frequency. A person's perception of the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration can be measured in terms of acceleration, velocity, or displacement. Measurements in terms of velocity are expressed as peak particle velocity (ppv) with units of inches per second (in/sec).

There are no federal, state, or local regulatory standards for groundborne vibration. However, the California Department of Transportation (Caltrans) has developed vibration criteria based on potential structural damage risks and human annoyance. Caltrans-recommended criteria for the evaluation of groundborne vibration levels, with regard to structural damage and human annoyance, are summarized in Table 4.10-3. The criteria apply to continuous vibration sources, which include vehicle traffic and most construction activities. All damage criteria for buildings are in terms of ground motion at the buildings' foundations. No allowance is included for the amplifying effects of structural components (Caltrans 2020). Table 4.10-3 summarizes the potential effects of groundborne vibration.

As shown in Table 4.10-3, the threshold at which there is a risk to normal structures from continuous events is 0.3 in/sec ppv for older residential structures and 0.5 in/sec ppv for newer building construction. With regard to human perception, vibration levels would begin to become distinctly perceptible at levels of 0.04 in/sec ppv for continuous events. Continuous vibration levels are considered potentially annoying for people in buildings at levels of 0.2 in/sec ppv.

Table 4.10-3. Summary of Groundborne Vibration Levels and Potential Effects

Vibration Level (in/sec ppv)	Human Reaction	Effect on Buildings
0.006–0.019	Threshold of perception; possibility of intrusion.	Vibrations unlikely to cause damage of any type.
0.08	Vibrations readily perceptible.	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected.
0.1	Level at which continuous vibrations begin to annoy people.	Virtually no risk of “architectural” damage to fragile or normal buildings.
0.2	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relatively short periods of vibrations).	Threshold at which there is a risk of “architectural” damage to fragile buildings.
0.3–0.6	Vibrations become distinctly perceptible at 0.04 in/sec ppv and considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges.	Potential risk of “architectural” damage may occur at levels above 0.3 in/sec ppv for older residential structures and above 0.5 in/sec ppv for newer structures.

Source: Caltrans (2020)

Note: in/sec = inch per second; ppv = peak particle velocity. The vibration levels are based on ppv in the vertical direction for continuous vibration sources, which includes most construction activities.

4.10.1.2 Local Setting

NOISE-SENSITIVE LAND USES

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are also considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The nearest noise-sensitive land uses to the project site include single-family residences located between 35 and 50 feet to the north, east, and south of the project site, and a church approximately 175 feet southwest of the project site. In addition, there are multi-family residences located approximately 200 feet from the western boundary of the project site.

AMBIENT NOISE ENVIRONMENT

To document existing ambient noise levels in the project area, short-term ambient noise measurements were conducted on April 6, 2022, using a Larson Davis Laboratories, Type I, Model 820 integrating sound-level meter. The meter was calibrated before use and is certified to be in compliance with Acoustical National Standards Institute (ANSI) specifications. Ambient noise levels within the project area are predominantly influenced by vehicle traffic on roadways within the area. To a lesser extent, birds and the occasional airplane overflight also contribute to the ambient noise environment. Measurement locations are shown in Figure 4.10-2 and measured ambient daytime noise levels are summarized in Table 4.10-4.



Note: ST = Short-term noise measurement; LT = Long-term noise measurement

Figure 4.10-2. Noise measurement locations.

Table 4.10-4. Summary of Measured Ambient Noise Levels

Location	Monitoring Period (24-hour time)	Measured Daytime Noise Levels (dBA L_{eq})
ST1: Approximately 25 feet south of Union Valley Parkway (UVP)	10:15–10:25	68.8
ST2: Eastside of Gloria Dei Church parking lot	10:34–10:44	49.1
ST3: North end of Dancer Avenue	10:52–11:02	48.2
ST4: Roundabout at end of Parkview Street	11:05–11:15	50.2
ST5: South end of Michell Drive	11:24–11:34	46.6
ST6: Edge of Orcutt Road	11:36–11:46	61.1
ST7: Edge of Orcutt Road, 50 feet from State Route 135	10:51–11:01	68.1

Source: AMBIENT (2022c)

dBA = A-weighted decibel; L_{eq} = Equivalent sound level; ST = Short-term noise measurement

Note: Ambient noise measurements were conducted on April 6, 2022, using a Larson Davis Laboratories, Type I, Model 820 integrating sound-level meter placed at a height of 5 feet.

As shown in Table 4.10-4, daytime average-hourly noise levels in the project vicinity ranged from the mid-40s to high-60s (in dBA L_{eq}), with the highest ambient noise occurring approximately 25 feet south of Union Valley Parkway (UVP) and the lowest ambient noise occurring near the south end of Michell Drive.

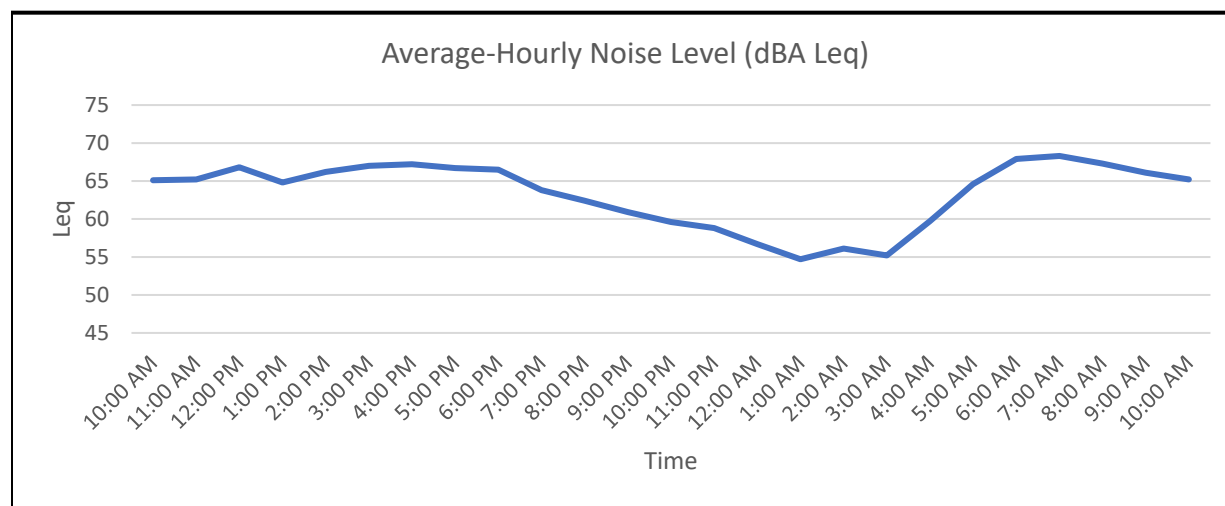
In addition to the short-term noise measurement surveys, two long-term (LT; 24-hour) noise measurements were conducted, which are identified in Figure 4.10-2 as noise measurement locations LT1 and LT2. Noise measurement LT1 was conducted near the northeastern boundary of the project site, approximately 90 feet from the edge of UVP. Noise levels at this location were primarily affected by vehicle traffic on UVP. Measured long-term noise levels at this location are summarized in Table 4.10-5.

As noted in Table 4.10-5, measured average-hourly noise levels ranged from approximately 54.7 dBA L_{eq} during the nighttime hours to approximately 68.3 dBA L_{eq} during the daytime hours. Measured nighttime noise levels were approximately 13 dBA lower than the highest measured daytime noise level. The measured average-daily noise level was 68.86 dBA CNEL, which includes the penalties applied to the more noise-sensitive evening and nighttime hours.

Long-term measurement LT2 was taken near the southwest boundary of the proposed residential development, approximately 54 feet east of Orcutt Road and 43 yards east of State Route (SR) 135. Noise levels at this location were primarily affected by vehicle traffic on SR 135 and Orcutt Road. Measured long-term noise levels at this location are summarized in Table 4.10-6.

As noted in Table 4.10-6, measured average-hourly noise levels at LT2 ranged from approximately 48.7 dBA L_{eq} during the nighttime hours to approximately 67.6 dBA L_{eq} during the daytime hours. Measured nighttime noise levels were approximately 5 to 19 dBA lower than the highest measured daytime noise level. The measured average-daily noise level, including penalties applied to the more noise-sensitive evening and nighttime hours, was 65 dBA CNEL.

Table 4.10-5. Long-Term Measurement Data LT1

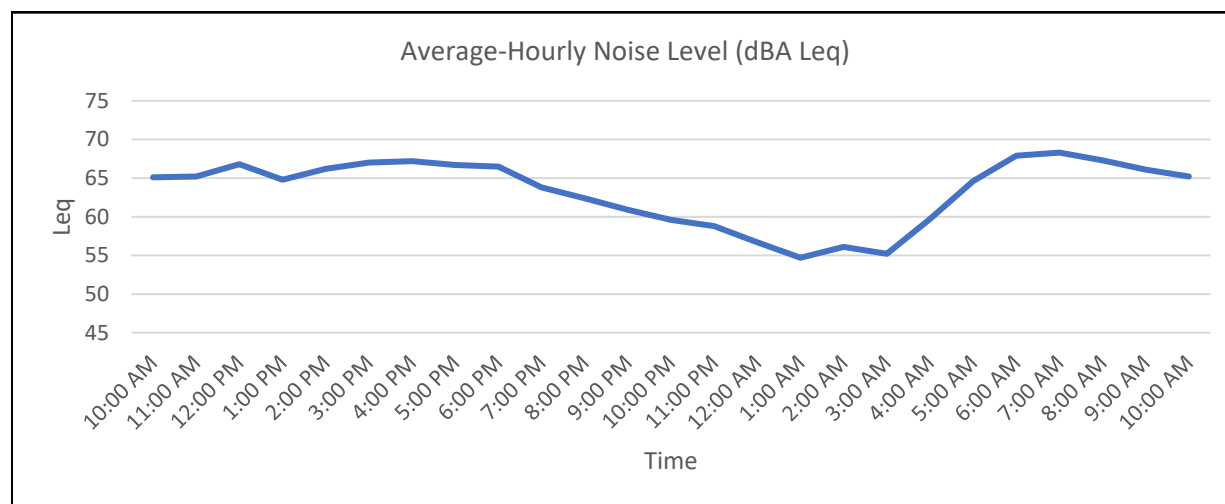


Hour Beginning	Average (dBA $L_{eq}[h]$)	Difference from Loudest Hour (dB)
10:00	65.1	-3.2
11:00	65.2	-3.1
12:00	66.8	-1.5
13:00	64.8	-3.5
14:00	66.2	-2.1
15:00	67.0	-1.3
16:00	67.2	-1.1
17:00	66.7	-1.6
18:00	66.5	-1.8
19:00	63.8	-4.5
20:00	62.4	-5.9
21:00	60.9	-7.4
22:00	59.6	-8.7
23:00	58.8	-9.5
24:00	56.7	-11.6
1:00	54.7	-13.6
2:00	56.1	-12.2
3:00	55.2	-13.1
4:00	59.7	-8.6
5:00	64.6	-3.7
6:00	67.9	-0.4
7:00	68.3	0
8:00	67.3	-1
9:00	66.1	-2.2
10:00	65.2	-3.1

Source: AMBIENT (2022c)

Note: Highest hourly noise level is **bolded**. Noise measurements were conducted on April 12 and 13, 2022, using a Piccolo II sound meter. See Figure 4.10-2 for measurement locations.

Table 4.10-6. Long-Term Measurement Data LT2



Hour Beginning	Average (dBA $L_{eq}[h]$)	Difference from Loudest Hour (dB)
10:07	58.2	-9.4
11:07	57.1	-10.5
12:07	59.9	-7.7
13:07	62.1	-5.5
14:07	65.9	-1.7
15:07	67.6	0
16:07	65.8	-1.8
17:07	64.4	-3.2
18:07	61.4	-6.2
19:07	62.5	-5.1
20:07	59.1	-8.5
21:07	58.7	-8.9
22:07	55.3	-12.3
23:07	56.2	-11.4
24:07	50.0	-17.6
1:07	49.6	-18
2:07	48.7	-18.9
3:07	51.4	-16.2
4:07	55.1	-12.5
5:07	58.9	-8.7
6:07	62.5	-5.1
7:07	62.9	-4.7
8:07	61.0	-6.6
9:07	58.4	-9.2
10:07	57.0	-10.6

Source: AMBIENT (2022c)

Note: Highest hourly noise level is **bolded**. Noise measurements were conducted on April 12 and 13, 2022, using a Piccolo II sound meter. See Figure 4.10-2 for measurement locations.

SANTA MARIA AIRPORT

The closest edge of the project site is located approximately 5,045 feet (0.96 mile) from the end of the runway of the Santa Maria Public Airport (Airport), and the project site is entirely within the Airport Influence Area (AIA) of the Airport. The northeast corner of the project site where commercial development could be located is partially within the 60 dBA CNEL noise contour of the Airport. However, the portion of the project site where residential land uses would be located is not within the 60-dBA CNEL noise contour of the Airport. Figures 4.10-3 and 4.10-4 show the airport noise contours overlaid onto the project site.

4.10.2 Regulatory Setting

4.10.2.1 Federal

FEDERAL TRANSIT ADMINISTRATION CRITERIA

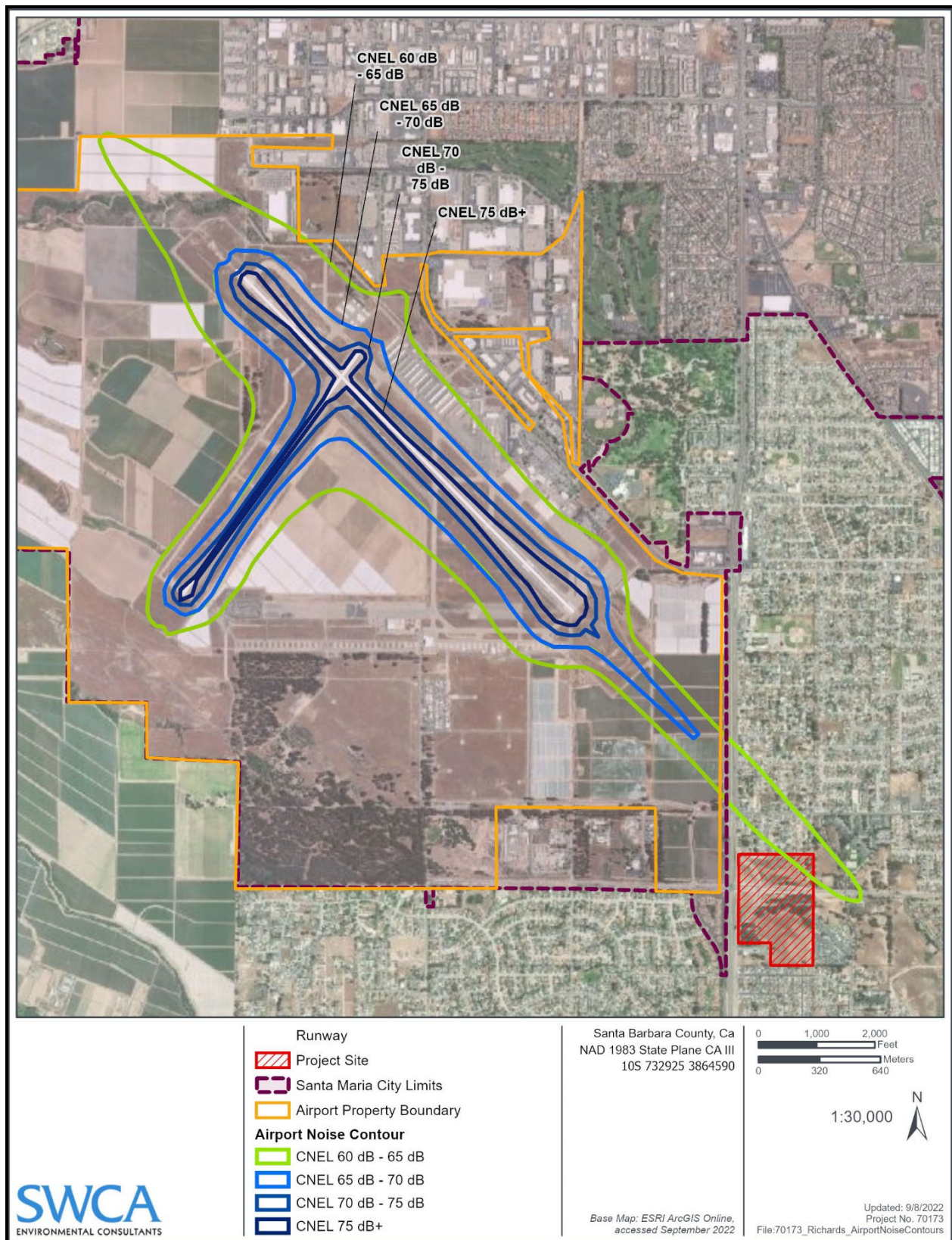
The Federal Transit Administration (FTA) developed methodology and significance criteria to evaluate vibration impacts from surface transportation modes (i.e., passenger cars, trucks, buses, and rail) in the *Transit Noise and Vibration Impact Assessment* (FTA 2018). This assessment provides guidance for preparing and reviewing the noise and vibration sections of environmental documents by setting forth methods and procedures for determining the level of noise and vibration impacts resulting from federally funded transit projects and determining appropriate and feasible mitigation. These methods and procedures can also be used as a resource to determine the level of noise and vibration impacts resulting from project-generated vehicle traffic and construction equipment.

FEDERAL HIGHWAY ADMINISTRATION

The Federal Highway Administration (FHWA) is the agency responsible for administering the federal-aid highway program in accordance with federal statutes and regulations. The FHWA developed noise regulations as required by the Federal-Aid Highway Act of 1970 (Public Law 91-605, 84 Stat. 1713). Title 23 Code of Federal Regulations [CFR] 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise applies to highway construction projects where a state department of transportation has requested federal funding for participation in the project. These procedures can also be used as a reference to evaluate noise impacts associated with project-generated vehicle traffic. An increase in noise generated by the proposed project was modeled using FHWA noise modeling and compared to City of Santa Maria (City) and County of Santa Barbara (County) noise standards to determine potential noise impacts.

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

U.S. Department of Housing and Urban Development (HUD) has published guidelines for the acceptability of noise levels for residential land uses, which are included in 24 CFR 51. These guidelines establish that exterior noise exposure of 65 dBA CNEL/Ldn or less is acceptable for residential land uses and exterior noise exposure between 65 and 75 dBA CNEL/Ldn is considered normally acceptable provided appropriate sound-reduction measures are provided. Noise exposure above 75 dBA CNEL/Ldn is generally considered unacceptable. The guidelines also identify the recommended interior noise levels of 45 dBA CNEL/Ldn. These guidelines apply only to new construction supported by HUD grants and are not binding on local communities; however, they serve as a useful reference when evaluating noise impacts on residential areas.



Source: Santa Barbara County Association of Governments (2017)

Figure 4.10-3. Santa Maria Airport noise contours.



Source: Santa Barbara County Association of Governments (2017)

Figure 4.10-4. Santa Maria Airport noise contours at the project site.

4.10.2.2 State

STATE OF CALIFORNIA GUIDELINES FOR THE PREPARATION AND CONTENT OF THE NOISE ELEMENT OF THE GENERAL PLAN

The State of California Guidelines for the Preparation and Content of the Noise Element of the General Plan includes land use compatibility standards for community noise environments as developed by the California Department of Health Services, Office of Noise Control (California Governor's Office of Planning and Research ca. 2012). These guidelines determine sound levels up to 70 Ldn or CNEL to be normally acceptable for office building and professional land uses, and 75 Ldn or CNEL to be normally acceptable for industrial uses.

CALIFORNIA BUILDING STANDARDS CODE

The State of California's noise insulation standards are codified in Title 24 of the California Code of Regulations (CCR) Part 2 – California Building Code and the California Building Standards Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are developed near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans for noise-sensitive land uses must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

CALIFORNIA GREEN BUILDING STANDARDS

The 2019 California Green Building Standards (24 CCR Part 11, Section 5.507) requires that the wall and roof-ceiling assemblies making up a building envelope to have a minimum Sound Transmissions Class (STC) of 50, and exterior windows to have a minimum STC of 40 or equivalent for any of the following building locations:

- within 65 CNEL noise contour of an airport
- within the 65 CNEL of Ldn noise contour of a freeway or expressway, railroad, industrial source, or fixed-guideway source as determined by the Noise Element of the General Plan.

The above standards do not apply to buildings with few or no occupants or where occupants are not likely to be affected by exterior noise (as determined by the enforcement authority), such as factories, stadiums, storage, enclosed parking structures, and utility buildings. This section also identifies a minimum STC of 40 for interior walls and floor-ceiling assemblies that separate tenant spaces and public spaces (California Building Standards Commission 2019).

CALIFORNIA CODE OF REGULATIONS, TITLE 24, NOISE INSULATION STANDARDS

Interior noise levels for habitable rooms are regulated also by Title 24 of the CCR, California Noise Insulation Standards. In the California Building Code, 24 CCR 1207.4 requires that interior noise levels attributable to exterior sources not exceed 45 CNEL in any habitable room within a residential structure. A habitable room is a room used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable rooms for this regulation (24 CCR 1207).

4.10.2.3 Local

CITY OF SANTA MARIA GENERAL PLAN

The City of Santa Maria has established policies in the Noise Element of the General Plan to guide the development of new land uses with respect to noise exposure. Table 4.10-7 summarizes the City's noise standards for various types of new development projects. These noise standards represent the maximum acceptable noise level, and are used to determine noise impacts.

Table 4.10-7. City of Santa Maria Interior and Exterior Noise Standards

Land Uses		Standard (dB CNEL)	
Categories	Uses	Interior	Exterior
Residential	Single family, duplex, multiple family, mobile home	45	60
Commercial	Retail, restaurant, professional offices	55	65
Industrial	Manufacturing, utilities, warehousing, agriculture	65	70
Non-sensitive land uses	Motel, hospital, school, nursing home, church, library, other	45	60
Open space	Passive outdoor recreation	--	65

Source: City of Santa Maria (2009)

dB = decibels; CNEL = community noise equivalent level

Notes: The Commercial Exterior Noise Standard is a noise level of 65 dB CNEL or less, or which does not interfere with normal business activity. Where commercial development proposes outside activities such as patio dining or outside play and picnic areas, the noise standards shall not apply to those outdoor areas. The Industrial Exterior Noise Standard is a noise level of 70 dB CNEL or less, or which does not interfere with normal business activity.

There is an exception to allow elevated noise levels in outdoor living areas. Outdoor living areas such as patios and balconies may be incorporated into multifamily development projects ("duplex" and "multiple family", and mixed-use projects which incorporate these uses) in areas which experience elevated noise levels. These noise levels may not exceed the "Normally Unacceptable" CNEL (75 dB and above). Furthermore, prospective buyers and future occupants of dwellings shall be provided the following notice: "This property is presently located in an urban area which periodically and regularly experiences elevated noise levels. Potential sources of this noise may be automobile traffic, railroad operations, flying aircraft, industrial/commercial uses and general human activity in an urban environment. You may wish to consider what noise level annoyances, if any, are associated with the property before you complete your purchase and/or rental agreement and determine whether they are acceptable to you."

The City's General Plan also limits short-term construction activities within residential areas to reduce the intrusion of noise in the early morning and late evening hours, and on weekends and holidays (City of Santa Maria 2009). Specific construction timing is detailed in the City's Municipal Code, as described below.

CITY OF SANTA MARIA MUNICIPAL CODE

The City of Santa Maria has established policies in Chapter 5-5 (Noise Regulations) of the Municipal Code to prohibit unnecessary, excessive, and annoying noises from all sources. Table 4.10-8 summarizes the City's ambient base noise levels for existing land uses. These noise standards represent the maximum acceptable noise level and are used to determine noise impacts. Persons operating equipment or performing any outside construction or repair work on buildings, structures, or projects within a residential zone, or within a radius of 500 feet therefrom, shall be required to obtain a permit from the Noise Control Officer only if they exceed the noise standards. This permit would cover short-term or occasional, non-routine operations (City of Santa Maria 2022).

Table 4.10-8. City of Santa Maria Maximum Acceptable Noise Levels by Land Use

Zones	Range of Intensities (dBA Leq)							
	Ambient Base		15 Minutes		5 Minutes		1 Minute	
	Day	Night	Day	Night	Day	Night	Day	Night
Residential	55	45	60	50	65	55	70	60
Commercial	65	60	70	65	75	70	80	75
Industrial	75	70	80	75	85	80	90	85

Source: City of Santa Maria (2022)

dBA = A-weighted decibels; Leq = Equivalent sound level

The City's Municipal Code (Section 5-5) limits short-term construction activities to between the hours of 7:00 a.m. and 6:00 p.m., on weekdays, and between 8:00 a.m. and 5:00 p.m. on Saturdays and Sundays. An exception to these noise standards includes short-term construction activities that are allowed by permit issued by the City's Noise Control Officer.

COUNTY OF SANTA BARBARA NOISE ELEMENT

The County of Santa Barbara has established policies in the Noise Element of the County of Santa Barbara Comprehensive Plan (2009) to guide the development of new land uses with respect to noise exposure. In the planning of land use, 65 dB L_{dn} is regarded as the maximum exterior noise exposure compatible with noise-sensitive uses unless noise mitigation features are included in project designs. For residential land uses, the County's noise standard is 5 dB higher than the City of Santa Maria's normally acceptable noise level of 60 dBA.

ADOPTED SANTA BARBARA COUNTY AIRPORT LAND USE PLAN

In 1993, the Santa Barbara County Association of Governments (SBCAG) adopted the *Santa Barbara County Airport Land Use Plan* (1993 ALUP) to complement and enhance the local planning processes of agencies responsible for the land use in areas surrounding the Santa Barbara Municipal Airport and Santa Maria Public Airport. The plan is based on the following goals of the Santa Barbara County Airport Land Use Commission (ALUC):

1. Preservation of navigable airspace around airports;
2. General safety of people and property around airports; and
3. Mitigation of aircraft noise impacts.

The ALUC noise policy objective is to ensure that new land uses within the AIA are compatible with aircraft-generated noise. The 1993 ALUP includes regulations involving zoning for general compatibility, site planning, and acoustical insulation standards, as detailed below:

Within the boundaries of the 65-CNEL contour as projected in the 1993 ALUP:

1. Institutional land uses such as schools, hospitals, convalescent homes, and other in-patient health care facilities shall not be permitted.
2. Multi-family residential land uses may be permitted subject to an acoustical analysis showing that all structures have been designed to limit interior noise levels in any habitable room to 45 dB CNEL.

Within the boundaries of the 60-CNEL contour as projected in the 1993 ALUP:

1. Residential land uses may be permitted subject to an acoustical analysis showing that all structures have been designed to limit interior noise levels in any habitable room to 45 CNEL.

Compliance with the acoustical analysis requirement shall be as specified in Section 28, Noise Insulation Standards, Title 25, Chapter 1, Sub-chapter 1, Article 4 of the California Administrative Code.

DRAFT SANTA MARIA PUBLIC AIRPORT LAND USE COMPATIBILITY PLAN

The draft Santa Maria Airport Land Use Compatibility Plan (2022 Draft ALUCP) is a planning tool used by the Santa Barbara County Association of Governments, acting in its capacity as the Santa Barbara County ALUC, to promote airport land use compatibility (SBCAG 2022). Specifically, the 2022 Draft ALUCP provides for the orderly growth of the Airport and the area surrounding the Airport and safeguards the general welfare of the inhabitants within the vicinity of the Airport and the general public. The following noise compatibility policies are included in the 2022 Draft ALUCP:

Acceptable Noise Levels for Specific Types of Land Use Actions

- a) The urban threshold for evaluation is the projected 55-dB CNEL contour. All land uses located outside these contours are consistent with the noise compatibility policies.
- b) The maximum airport-related noise level considered compatible for new residential development in the environs of the urban Airports is 65 dB CNEL.
- c) The compatibility of new nonresidential development with Airport-related noise levels is indicated in Table 3-1 of the 2022 Draft ALUCP (Table 4.10-9). Land uses not specifically listed shall be evaluated using criteria for similarly listed uses, as determined by the ALUC.
- d) Dedication of an aviation easement in accordance with Policy 2.10.3 of Chapter 2 is a requirement for conditionally compatible land uses within the 65-dB CNEL contour in Table 3-1 of the 2022 Draft ALUCP (see Table 4.10-9).

Application of Noise Contours to Individual Project Sites to Determine Compatibility

Projected noise contours are inherently imprecise because, especially at general aviation airports, flight paths and other factors that influence noise emissions are variable and activity projections are always uncertain. Given this imprecision, noise contours shall be used, as follows, in assessing the compatibility of a proposed use at a specific development site.

- a) In general, the highest CNEL to which a project site is anticipated to be exposed shall be used in evaluating the compatibility of development over the entire site.
- b) An exception to this policy is where no part of the buildings or residential unit(s) proposed on the site fall within the higher CNEL; the criteria for the CNEL where the buildings are located shall apply.

Interior Noise Levels

Land uses for which indoor activities may be easily disrupted by noise shall be required to comply with the interior noise level criteria, as indicated in Table 3-1 of the 2022 Draft ALUCP (see Table 4.10-9).

- The noise contours depicted in Chapter 4 of the 2022 Draft ALUCP shall be used in calculating compliance with these criteria. The calculations should assume that windows are closed. When structures are part of a proposed land use action submitted to the ALUC for review, evidence that proposed structures will be designed to comply with the sound attenuation requirements specified in Table 3-1 of the 2022 Draft ALUCP (see Table 4.10-9) must be provided, when applicable.
- When a proposed building lies within multiple CNEL ranges, the most restrictive criteria shall apply for purposes of determining sound attenuation requirements.
- Exceptions to the sound attenuation requirements specified in Table 3-1 of the 2022 Draft ALUCP (see Table 4.10-9) may be allowed, as determined by the ALUC, where evidence is provided that the indoor noise generated by the use itself exceeds the indoor noise level criteria.

Table 4.10-9. Santa Maria Airport Noise Compatibility Criteria

Land Use Category*	Exterior Noise Exposure (dB CNEL)				
	<60	60–65	65–70 ^s	70–75 ^s	75–80 ^s
Note: multiple categories may apply to a land use section					
Agricultural and Animal-Related					
Nature preserves; wildlife preserves; livestock breeding or farming	CC A	CC A	CC A	CC A	I
Zoos; animal shelters/kennels; interactive nature exhibits	C	CC A	I	I	I
Agriculture (except residences and livestock); greenhouses; fishing	C	C	C	C	CC A
Recreational					
Children-oriented neighborhood parks; playground	C	CC A	I	I	I
Campgrounds; recreational vehicle/motor home parks	C	C	I	I	I
Community parks; regional parks; golf courses; tennis courts; athletic fields; outdoor spectator sports; fairgrounds; water recreation facilities	C	C	CC A	I	I
Recreation buildings; gymnasiums; club houses; athletic clubs; dance studios	C	C	CC 50	CC 50	I
Public					
Outdoor amphitheaters	CC A	CC A	I	I	I
Children's schools (K-12); day care centers (>14 children) libraries	C	CC 45	I	I	I
Auditoriums; concert halls; indoor arenas; places of worship; adult schools; colleges; universities [†]	C	CC 45	CC 45	I	I
Prisons; reformatories	C	C	CC 50	I	I
Public safety facilities (e.g., police, fire station)	C	C	CC 50	CC 50	i

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Land Use Category*	Exterior Noise Exposure (dB CNEL)				
Note: multiple categories may apply to a land use section	<60	60–65	65–70 [§]	70–75 [§]	75–80 [§]
Cemeteries; cemetery chapels; mortuaries	C	C	CC 45 A	CC 45 A	I
Residential, Lodging, and Care					
Residential (including single-family, multi-family, and mobile homes); family day care homes (≤ 14 children); extended-stay hotels; retirement homes; assisted living; hospitals; nursing homes; intermediate care facilities	C	CC 45	I	I	I
Hotels; motels; other transient lodging [†]	C	CC 45	CC 45	I	I
Commercial and Industrial					
Office buildings; office areas of industrial facilities; medical clinics; clinical laboratories; radio, television, recording studios	C	C	CC 50	CC 50	I
Retail sales; eating/drinking establishments; movie theaters; personal services	C	C	CC 50	CC 50 B	I
Wholesale sales; warehouses; mini/other indoor storage; industrial; manufacturing; research and development; auto, marine, other sales and repair services; car washes; gas stations; trucking, transportation terminals	C	C	C	CC 50 D	I
Extractive industry; utilities; road, rail rights-of-way; outdoor storage; public works yards; automobile parking; automobile dismantling; solid waste facilities	C	C	C	C	CC 50 D

Source: SBCAG (2022:Table 3-1).

Key:

Land Use Acceptability		Interpretation/Comments
C	Compatible	<i>Indoor Uses:</i> Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL). <i>Outdoor Uses:</i> Activities associated with the land use may be carried out with essentially no interference from aircraft noise.
CC 45 50	Conditionally Compatible	<i>Indoor Uses:</i> Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. <i>Outdoor Uses:</i> CNEL is acceptable for outdoor activities, although some noise interference may occur.
CC A B D	Conditionally Compatible	<i>Indoor or Outdoor Uses:</i> A -- Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use. [‡] B -- Outdoor dining or gathering places incompatible above 70 dB CNEL. D -- Sound attenuation must be provided for associated office, retail, and other noise-sensitive indoor spaces sufficient to reduce exterior noise to an interior maximum of 50 dB CNEL.
I	Incompatible	Use is not compatible under any circumstances.

Notes:

* Land uses not specifically listed shall be evaluated, as determined by the local agency, using the criteria for similar uses.

[†] Applies only to classrooms, offices, and related indoor uses. Laboratory facilities, gymnasiums, outdoor athletic facilities, and other uses to be evaluated as indicated for those land use categories.

[‡] Lodging intended for stays by an individual person of no more than 25 days consecutively and no more than 90 days total per year; facilities for longer stays are in the extended-stay hotel category.

[§] An aviation easement is required for properties within the 65-dB CNEL or greater noise contour.

[‡] Noise-sensitive land uses are ones for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. The most common types of noise-sensitive land uses include, but are not limited to, the following: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, childcare facilities, and certain types of passive recreational parks and open space.

4.10.3 Thresholds of Significance

The following thresholds of significance for the effects of noise are based on Appendix G of the State CEQA Guidelines. An impact is considered significant if the project would:

- a. generate 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; or
- b. generate excessive groundborne vibration or groundborne noise levels; or
- c. expose people residing or working in the project area to excessive noise levels, for projects located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport.

Each of these thresholds is discussed under Section 4.10.5, Project-Specific Impacts and Mitigation Measures, below.

This EIR impact assessment is based, in part, on the *Noise and Groundborne Vibration Impact Assessment* prepared for the proposed project (AMBIENT 2022c). In addition to addressing the above thresholds, the Noise Impact Assessment also addresses the compatibility of proposed land uses for the purposes of ensuring consistency with the City's General Plan land use compatibility noise standards. While CEQA is not intended to address the impacts of the existing environment on a project or its future residents, the City will use the findings of the Noise Impact Assessment to also ensure consistency with the General Plan noise compatibility standards. Consistency with the City's noise standards would also help to ensure project compliance with the State's Title 24 building code requirements for residential land uses.

4.10.4 Impact Assessment Methodology

As noted above, this impact assessment is based, in part, on the Noise Impact Assessment prepared for the proposed project (AMBIENT 2022c), the City's Noise Element, and the City's Municipal Code.

Short-term noise impacts associated with construction activities were analyzed based on typical construction equipment noise levels and distances to the nearest noise-sensitive land usage. Noise levels were predicted based on representative off-road equipment noise levels derived from the FHWA's Roadway Construction Noise Model based on average equipment usage rates and assuming a noise-attenuation rate of 6 dB per doubling of distance from the source.

Traffic noise levels were calculated using the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108) based on California vehicle reference noise levels and traffic data obtained from the traffic analysis prepared for this project. Additional input data included day/night percentages of automobiles, medium and heavy trucks, vehicle speeds, ground attenuation factors, and roadway widths. The project's contribution to traffic noise levels along area roadways was determined by comparing the predicted noise levels with and without project-generated traffic. Predicted noise levels were compared to applicable City noise standards for determination of impact significance.

Noise levels associated with vehicle parking areas were calculated in accordance with FTA's Transit Noise and Vibration Impact Assessment Guidelines (2018) assuming a reference noise level of 92 dBA SEL. Average-hourly noise levels associated with vehicle parking-related activities were calculated based on the conservative assumption that all parking spaces would be accessed over a 1-hour period. Noise levels generated by other onsite noise sources, including onsite building mechanical equipment, loading

docks, HVAC (heating, ventilation, and air conditioning) units, car wash, and drive-through operations, were assessed based on representative manufacturer and measured data obtained from similar sources. Predicted noise levels associated with onsite sources were compared to the City's noise standards for non-transportation noise sources.

The State CEQA Guidelines do not define the levels at which temporary and permanent increases in ambient noise are considered significant. Typically, a noise level increase of 3 dBA is barely perceptible to most people, an increase of 5 dBA is readily noticeable, and a difference of 10 dBA would be perceived as a doubling of loudness. For purposes of this analysis, a substantial increase in ambient noise levels would be defined as an increase of 5 dBA or greater for an ambient noise level of less than 60 dB, an increase of 3 dB or greater in an ambient noise level of 60 to 65 dB, or an increase of 1.5 dB or greater in an ambient noise level above 65 dB. A significant impact related to noise would occur if the project were to result in a substantial increase in noise that also exceeds the City's applicable noise standards (see Table 4.10-7 and Table 4.10-8). As previously discussed, the City's noise standards are equivalent to or more conservative than those recommended by the County.

4.10.5 Project-Specific Impacts and Mitigation Measures

Would the project generate 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?

CONSTRUCTION NOISE LEVELS

The City has not adopted noise level standards that apply to short-term construction activities. Based on screening noise criteria commonly recommended by federal agencies, construction activities would generally be considered to have a potentially significant impact if average-hourly daytime noise levels would exceed 80 dBA L_{eq} at noise-sensitive land uses, such as residential land uses (FTA 2018). Activities occurring during the more noise-sensitive nighttime hours are of particular concern to residential land uses given the potential for sleep disruption and increased levels of annoyance for building occupants. The City's Municipal Code (Section 5-5) limits short-term construction activities to between the hours of 7:00 a.m. and 6 p.m., on weekdays, and between 8:00 a.m. and 5:00 p.m. on Saturdays and Sundays. An exception to these noise standards includes short-term construction activities that are allowed by permit issued by the City's Noise Control Officer.

The proposed project would generate a short-term, intermittent increase in ambient noise during the construction phase of the project from initial site improvements, vehicle and equipment movement, and future construction of residential and commercial land uses. The exact timing of buildout of the proposed project is currently not known; however, the anticipated buildout schedule is assumed to occur over a span of 4 years beginning in 2023 (see Table 2-6 in Chapter 2, Project Description). Noise levels commonly associated with off-road equipment anticipated to be used during project construction activities are summarized in Table 4.10-10.

As shown in Table 4.10-10, noise levels generated by individual pieces of off-road equipment typically range from approximately 77 to 90 dBA L_{max} at 50 feet from the source. Typical operating cycles may involve 2 minutes of full power, followed by 3 or 4 minutes at lower settings. Based on typical off-road equipment usage rates, average-hourly noise levels for individual equipment would be approximately 83 dBA L_{eq} or less, at 50 feet. Assuming that multiple pieces of equipment could be operating simultaneously, predicted average-hourly noise levels could reach levels of approximately 85 dBA at 50 feet from the source.

The nearest noise-sensitive receivers to the project site include existing residences 35 feet to the east, residences 35 feet to the north, and a church 175 feet to the south. Assuming an average-hourly construction noise level of 85 dBA L_{eq} at 50 feet and that construction activities were to occur at the nearest property boundary, predicted noise levels would be approximately 88 dBA L_{eq} at the nearest residence and approximately 74 dBA L_{eq} at the church to the south (AMBIENT 2022c). Therefore, proposed construction activities would not generate noise levels that would exceed the screening noise criteria recommended by federal agencies of 80 dBA L_{eq} at noise-sensitive land uses.

Table 4.10-10. Typical Construction Equipment Noise Levels

Equipment Type	Typical Noise Level (dBA)* 50 Feet from Source	
	Maximum Noise Level (L_{max})	Average-Hourly Noise Levels (L_{eq})
Backhoe	78	74
Bulldozer	82	78
Compressor	78	74
Cranes	81	73
Concrete pump truck	81	74
Drill rigs	79	72
Dump trucks	77	73
Excavator	81	77
Generator	81	78
Gradall	83	79
Grader	85	81
Hydraulic break ram	90	80
Front-end loader	79	75
Pneumatic tools	85	82
Pumps	81	78
Roller	80	73
Scraper	84	80
Tractor	84	80

Source: FHWA (2008)

* Based on measured instantaneous noise levels (L_{max}), average equipment usage rates, and calculated average-hourly (L_{eq}) noise levels derived from the FHWA Road Construction Noise Model (FHWA 2008).

While the project would not exceed screening noise criteria for construction noise recommended by federal agencies, construction activities would have the potential to result in temporary exceedances of the maximum acceptable noise levels for residential land uses set forth in the City's Municipal Code (see Table 4.10-8). Mitigation Measure NOI/mm-1.1 has been identified to reduce construction-related noise levels by limiting construction activities to less noise-sensitive periods of the day and requiring the use of mufflers and other best practices. Implementation of the identified noise-reduction measures would reduce construction equipment noise levels by approximately 10 dBA. Since construction activities would be short term and intermittent and implementation of Mitigation Measure NOI/mm-1.1 would reduce construction-related noise, implementation of the proposed project would not result in a substantial increase in construction-related noise above established thresholds; therefore, impacts would *be less than significant with mitigation*.

OPERATIONAL NOISE LEVELS

Buildout of the proposed project would result in the construction of 131,100 square feet of commercial uses, 400 apartments, and 95 townhomes on the 43.75-acre project site. Based on the conceptual development plan, commercial uses onsite would include up to three drive-throughs, a retail center, a corner gas station, and a mini-storage facility. Full buildout of land uses on the project site would be anticipated to generate a total population of 1,346 residents and 456 new employees (1,802 people) and approximately 20,780 daily trips (Associated Transportation Engineers [ATE] 2022). Long-term, permanent increases in ambient noise levels would be primarily associated with potential increases in vehicle traffic on nearby roadways as well as onsite activities. Noise levels commonly associated with these sources and potential impacts to nearby land uses are discussed in detail, below.

Residential Building Mechanical Equipment

Future residential development would include the use of building mechanical equipment, such as air conditioning units and exhaust fans. The specific building mechanical equipment to be installed and the locations of such equipment are currently not known. Building mechanical equipment (e.g., air conditioning units, exhaust fans) would typically be located within the structures, enclosed, or placed on rooftop areas away from direct public exposure. Exterior air conditioning units and exhaust fans for residential land uses have the potential to generate noise levels up to approximately 65 dBA L_{eq} at 10 feet from the source. Based on this noise level and assuming that equipment is exposed and within line-of-sight of nearby land uses, predicted operational noise levels at the nearest existing residence would be approximately 23 dBA L_{eq} , or less. Predicted operational noise levels associated with building mechanical equipment would not exceed City of Santa Maria noise standards; therefore, impacts would be *less than significant*.

Commercial-Use HVAC Units

Future commercial development would be expected to include HVAC units on the roof of proposed land uses. Noise levels associated with larger air conditioning units typically range from 60 to 79 dBA L_{eq} at 5 feet from the source. While the exact location of future HVAC units is not known, a conservative approach assumes that HVAC units could be located on the north side of commercial buildings closest to the property line of the nearest residence, which is located approximately 35 feet from proposed commercial structures. Assuming a maximum noise level of 79 dBA L_{eq} at 5 feet from the source and an average noise attenuation rate of 6 dBA per doubling of distance from the source, predicted operational noise levels associated with HVAC units at the nearest residential land use would be approximately 61 dBA L_{eq} , which would exceed the City's daytime and nighttime noise standards of 55 and 45 dBA L_{eq} , respectively.

Mitigation Measure NOI/mm-1.2 requires an acoustical assessment to be prepared for commercial-use air conditioning units. If noise associated with commercial HVAC units is determined to exceed noise standards established by the City, Mitigation Measure NOI/mm-1.2 requires implementation of site design features and noise-reduction measures to reduce operational noise levels to below applicable noise standards. With implementation of the identified mitigation, potential impacts related to an increase in noise from commercial-use HVAC units would not exceed established City thresholds; therefore, impacts would be *less than significant with mitigation*.

Commercial-Use Loading Docks

The proposed conceptual development plan includes commercial uses with loading docks located near the northern boundary of the project site. Based on representative noise measurement data obtained from

similar commercial uses, noise levels associated with outdoor loading dock operations and material handling activities can generate noise levels of approximately 66 dBA L_{eq} at 25 feet from the source. The nearest residential land uses are located approximately 42 feet from the nearest proposed loading dock area. Based on this distance and assuming an activity noise level of 66 dBA L_{eq} at 25 feet from the source, predicted noise levels at the nearest residential land use would be 61 dBA. Depending on the specific uses proposed, site design, and hours of operation, predicted noise levels associated with proposed commercial land uses could potentially exceed the City's daytime and nighttime noise standards of 55 and 45 dBA L_{eq} , respectively.

Mitigation Measure NOI/mm-1.2 requires the installation of an 8-foot-tall barrier along the northern project site boundary, which would reduce loading dock activity noise levels by approximately 6 dBA. Mitigation Measure NOI/mm-1.2 also requires the installation of dock seals, which would further reduce loading dock noise levels by a minimum of approximately 5 dBA. With mitigation, noise levels associated with loading dock activities would not exceed the City's daytime noise standard of 50 dBA L_{eq} . Further, Mitigation Measure NOI/mm-1.2 limits loading dock activities to daytime hours, unless otherwise approved by the City planning department. Prior to approval of nighttime operations, an acoustical assessment would be required for nighttime activities sufficient to demonstrate compliance with the City's nighttime noise standards. With implementation of the identified mitigation, potential impacts related to an increase in noise from commercial-use loading docks would not exceed established City thresholds; therefore, impacts would be *less than significant with mitigation*.

Drive-Through Restaurant

The proposed conceptual development plan includes a drive-through restaurant located near the northwestern boundary of the project site. Noise levels associated with the drive-through were largely attributable to the operation of the speaker box. Based on noise measurement data obtained from similar drive-through operations, operational noise levels associated with speaker boxes and vehicle idling typically average approximately 55 dBA L_{eq} at 30 feet from the speaker box. Based on the noise levels noted above and assuming an average noise attenuation rate of 6 dBA per doubling of distance from the source, predicted noise levels at the property line of the nearest residence would be approximately 57 dBA L_{eq} , which would exceed the City's daytime and nighttime noise standards of 55 and 45 dBA L_{eq} , respectively. Mitigation Measure NOI/mm-1.2 would require the installation of a noise barrier that would extend along Orcutt Road to heights ranging from 6 to 8 feet above ground level, which would reduce operational noise levels at the nearest residential land uses by a minimum of 5 dBA to an estimated 52 dBA L_{eq} , or less. If operation of the drive-through extends into the night, this noise level would exceed City standards. Mitigation Measure NOI/mm-1.2 would also require the installation of site design and noise-reduction features to further reduce noise levels from the drive-through if operational hours would extend into nighttime hours. With implementation of the identified mitigation, potential impacts related to an increase in noise from the proposed drive-through would not exceed established City thresholds; therefore, impacts would be *less than significant with mitigation*.

Car Wash

The proposed conceptual development plan includes a proposed car wash, which is located south of UVP, near the western boundary of the project site, west of Orcutt Road. Noise levels associated with car wash operations are largely attributable to the operation of dryer units. To a lesser extent the operation of vacuum motors and water sprayers also contribute to car wash operational noise levels. Based on noise measurement data obtained from various car wash operations, predicted noise levels associated with car wash activities can result in up to approximately 87.2 dBA L_{eq} at 10 feet from the exit of a car wash. The nearest noise-sensitive land uses are proposed multi-family housing located approximately 250 feet to the east of the car wash. Assuming an operational noise level of 87.2 dBA L_{eq} at 10 feet and an average noise

attenuation rate of 6 dBA per doubling of distance from the source, predicted operational noise levels at the nearest proposed residential land uses would be approximately 59 dBA L_{eq} . Predicted noise levels associated with car wash activities would exceed the City's daytime and nighttime noise standards of 55 and 45 dBA L_{eq} , respectively. Mitigation Measure NOI/mm-1.2 requires the installation of a 6-foot-tall barrier, which would reduce the noise level by 5 dBA to an estimated 54 dBA at the nearest residential land use. In addition, Mitigation Measure NOI/mm-1.2 would limit car wash operations to daytime hours (7:00 a.m. to 10:00 p.m.), unless otherwise approved by the City planning department. Prior to approval of nighttime operations, an acoustical assessment would be required for any nighttime operations sufficient to demonstrate compliance with the City's nighttime noise standards. With implementation of the identified mitigation, potential impacts related to an increase in noise from the proposed car wash would not exceed established City thresholds; therefore, impacts would be *less than significant with mitigation*.

Vehicle Parking Lot

The proposed conceptual development plan includes the construction of various onsite parking areas. The largest parking area is located north of UVP and would consist of approximately 462 parking spaces for commercial buildings. Based on a conservative assumption that all parking spaces would be accessed over a 1-hour period, predicted noise levels at the nearest residential land use, which are located adjacent to and north of the project site, would be approximately 43 dBA L_{eq} . Predicted noise levels associated with onsite parking lot activities would not exceed City of Santa Maria noise standards; therefore, impacts would be *less than significant*.

Commercial-Use Mechanical Equipment

Noise sources commonly associated with commercial and retail uses may include mechanical equipment such as back-up power generators, trash compactors, and refrigeration condensing units. Noise levels associated with these types of equipment can vary depending on various factors, including equipment size, location, and hours of operation. Based on measurement data obtained from representative equipment, operational noise levels associated with back-up power generators can reach levels of approximately 79 dBA L_{eq} at 50 feet (FHWA 2008; FTA 2018). Refrigeration condensers and trash compactors can generate noise levels of up to approximately 60 dBA L_{eq} at 50 feet from the source. The installation and location of mechanical equipment is currently not known. However, depending on operational characteristics and location, predicted noise levels could potentially exceed the City's daytime and nighttime noise standards of 55 and 45 dBA L_{eq} , respectively. Mitigation Measure NOI/mm-1.2 would require the preparation of noise assessments for commercial-use mechanical equipment (e.g., back-up power generators, trash compactors, and refrigeration condensers) to ensure noise levels would not exceed applicable noise standards. If noise associated with commercial-use mechanical equipment is determined to exceed noise standards established by the City, Mitigation Measure NOI/mm-1.2 also requires implementation of site design features and noise-reduction measures to reduce operational noise levels to below applicable noise standards. With implementation of the identified mitigation, potential impacts related to an increase in noise from commercial-use mechanical equipment would not exceed established City thresholds; therefore, impacts would be *less than significant with mitigation*.

Vehicular Roadway Traffic

At full buildout, the project would generate approximately 20,780 additional daily vehicle trips along nearby roadways, which has the potential to increase long-term traffic-related noise within the project area. Existing traffic noise levels, with and without the implementation of the proposed project, are summarized in Table 4.10-11.

Table 4.10-11. Predicted Increase in Existing Traffic Noise Levels

Roadway Segment	Predicted Noise Level at 50 Feet from Centerline of Near Travel Lane (dBA CNEL/L _{dn})			Substantial Increase? [†]	Significant Impact? [‡]
	Existing Without Project	Existing Plus Project	Difference*		
Foxenwood Lane (north of UVP)	56.81	56.84	0.03	No	No
Foxenwood Lane (south of UVP)	62.12	62.38	0.26	No	No
UVP (west of SR 135)	64.61	65.02	0.41	No	No
UVP (east of SR 135)	67.03	68.71	1.68	No	No
State Route 135 (north of UVP)	71.67	71.98	0.31	No	No
State Route 135 (south of UVP)	71.66	71.77	0.11	No	No
Orcutt Road (north of UVP)	58.43	63.46	5.03	Yes [¶]	No
Orcutt Road (south of UVP)	62.64	64.52	1.88	No	No
Hummel Drive (north of UVP)	53.52	57.98	4.46	No	No
Hummel Drive (south of UVP)	56.26	60.16	3.90	No	No
UVP (west of Hummel Drive)	67.97	68.90	0.93	No	No
UVP (east of Hummel Drive)	68.09	68.96	0.87	No	No

Note: Traffic noise levels were calculated using FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108), based on data obtained from the traffic analysis prepared for this project.

* Differences in noise levels reflect the incremental increase attributable to the proposed project.

[†] A substantial increase in noise levels is an increase of 5 dBA or greater for a noise level of less than 60 dB, a 3-dB or greater increase in a noise level of 60 to 65 dB, or a 1.5-dB or greater increase in a noise level greater than 65 dB.

[‡] A significant impact is defined as a substantial increase in noise levels that would exceed the City's applicable noise standards at nearby existing noise-sensitive land uses.

[¶] Roadway is within the projected noise contours of SR 135, which is not projected to have a substantial increase in noise levels. As a result, there would be no substantial increase in noise levels at existing residential land uses located along this segment.

As shown in Table 4.10-11, in comparison to existing traffic noise levels, the buildout of future land uses on the project site would result in a predicted increase in traffic noise levels of 0.03 to 5.03 dBA along nearby roadways. Increases in vehicle traffic along Orcutt Road, north of UVP, would result in a substantial increase in associated noise levels. However, traffic noise along this segment of Orcutt Road would continue to be dominated by noise produced from the parallel SR 135. SR 135 is not projected to experience a substantial increase in noise levels with project implementation. Therefore, combined increases in traffic noise levels at the nearest existing residences, taking into account noise from SR 135 and Orcutt Road, would be 0.7 dB (AMBIENT 2022c). Based on existing noise levels from SR 135, implementation of the proposed project would not result in substantial increases in traffic noise levels at existing noise-sensitive land uses located along primarily affected roadway segments.

In addition to existing traffic-related noise levels within the project area, the project's effects on future traffic-related noise were also evaluated as part of the noise impact analysis. Predicted future traffic noise levels, with and without the implementation of the proposed project, are summarized in Table 4.10-12.

Table 4.10-12. Predicted Increase in Traffic Noise Levels, Cumulative

Roadway Segment	Predicted Noise Level at 50 Feet from Centerline of Near Travel Lane (dBA CNEL/L _{dn})			Substantial Increase?†	Significant Impact?‡
	Cumulative Without Project	Cumulative With Project	Difference*		
Foxenwood Lane (north of UVP)	62.08	63.29	1.21	No	No
Foxenwood Lane (south of UVP)	62.27	62.52	0.25	No	No
UVP (west of SR 135)	66.27	66.56	0.29	No	No
UVP (east of SR 135)	67.53	69.06	1.53	No	No
State Route 135 (north of UVP)	72.06	72.34	0.28	No	No
State Route 135 (south of UVP)	72.10	72.20	0.10	No	No
Orcutt Road (north of UVP)	57.71	63.28	5.57	Yes [¶]	No
Orcutt Road (south of UVP)	62.71	64.57	1.86	No	No
Hummel Drive (north of UVP)	57.15	57.98	0.83	No	No
Hummel Drive (south of UVP)	59.68	60.16	0.48	No	No
UVP (west of Hummel Drive)	68.63	69.36	0.73	No	No
UVP (east of Hummel Drive)	67.84	69.40	0.56	No	No

Note: Traffic noise levels were calculated using FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108), based on data obtained from the traffic analysis prepared for this project.

* Differences in noise levels reflect the incremental increase attributable to the proposed project.

† A substantial increase in noise levels is an increase of 5 dBA or greater for a noise level of less than 60 dB, a 3-dB or greater increase in a noise level of 60 to 65 dB, or a 1.5-dB or greater increase in a noise level greater than 65 dB.

‡ A significant impact is defined as a substantial increase in noise levels that would exceed the City's applicable noise standards at nearby existing noise-sensitive land uses.

¶ Roadway is within the projected noise contours of SR 135, which is not projected to have a substantial increase in noise levels. As a result, there would be no substantial increase in noise levels at existing residential land uses located along this segment.

As shown in Table 4.10-12, implementation of the proposed project would result in a predicted increase in traffic noise levels of 0.1 to 5.57 dBA along nearby roadways. Increases in vehicle traffic along Orcutt Road, north of UVP would result in a substantial increase in associated noise levels. As evaluated above, traffic noise along this segment of Orcutt Road would continue be dominated by noise produced from the parallel SR 135. This portion of SR 135 is not projected to experience a substantial increase in noise levels with project implementation; therefore, combined increases in traffic noise levels at the nearest existing residences, taking into account existing traffic-related noise from SR 135 and Orcutt Road, would be 0.6 dB (AMBIENT 2022c). Based on the existing traffic-related noise levels from SR 135, implementation of the proposed project would not result in substantial increases in existing or future traffic noise levels at existing noise-sensitive land uses located along primarily affected roadway segments. Therefore, impacts related to an increase in long-term traffic-related noise would be *less than significant*.

Compatibility of Proposed Land Uses with Predicted Future Traffic Noise Levels

As previously discussed, ambient noise levels at the project site are primarily influenced by vehicle traffic on SR 135 and UVP. SR 135 extends in a general north-south direction along the western boundary of the project site. UVP extends through the center of the project site in a general west-east direction. Based on the traffic noise modeling conducted, predicted 70, 65, and 60 dBA CNEL noise contours for SR 135 would extend to approximately 120 feet, 370 feet, and 1,150 feet from the roadway centerline, respectively.

The predicted future 65 and 60 dBA CNEL noise contours for UVP would extend to approximately 115 feet and 355 feet from the roadway centerline, respectively. Therefore, predicted traffic noise levels at future multi-family land uses throughout most of the project site are projected to exceed the City's exterior noise standard of 60 dBA CNEL/ L_{dn} (Figure 4.10-5). Assuming an average exterior-to-interior noise reduction of 25 dBA, which is typical for new development, predicted interior noise levels at proposed residential land uses that exceed an exterior noise level of 60 dBA CNEL/ L_{dn} would be projected to also exceed the City's interior noise standard of 45 dBA CNEL/ L_{dn} . In addition, the proposed conceptual development plan also includes proposed parks, which are generally located south of UVP near the northeastern boundary of the proposed residential development, and east of Orcutt Road, west of the proposed residential development. Predicted traffic noise levels at these parks would be projected to exceed the City's exterior noise standard of 65 dBA CNEL/ L_{dn} . No noise-sensitive non-residential land uses, such as hospitals or office buildings, are proposed in the conceptual development plan.

Noise barriers are recommended to address traffic noise that would affect the planned residential land uses within the project. The recommended noise barriers would reduce traffic noise levels by approximately 5 to 6 dBA. Provision of these noise barrier would address the compatibility of proposed land uses for the purposes of ensuring consistency with the City's General Plan land use compatibility noise standards. Consistency with the City's noise standards would also help to ensure project compliance with the State's Title 24 building code requirements for residential land uses.

Figure 4.10-6 shows the recommended location for noise barriers to reduce traffic noise levels at onsite land uses. With implementation of noise barriers, predicted future traffic noise levels at proposed residential land uses would be reduced to 60 dBA CNEL/ L_{dn} or less and predicted future traffic noise levels at proposed park uses would be reduced to 65 dBA CNEL/ L_{dn} or less. With implementation of these noise barriers, the project would be consistent with City noise standards.

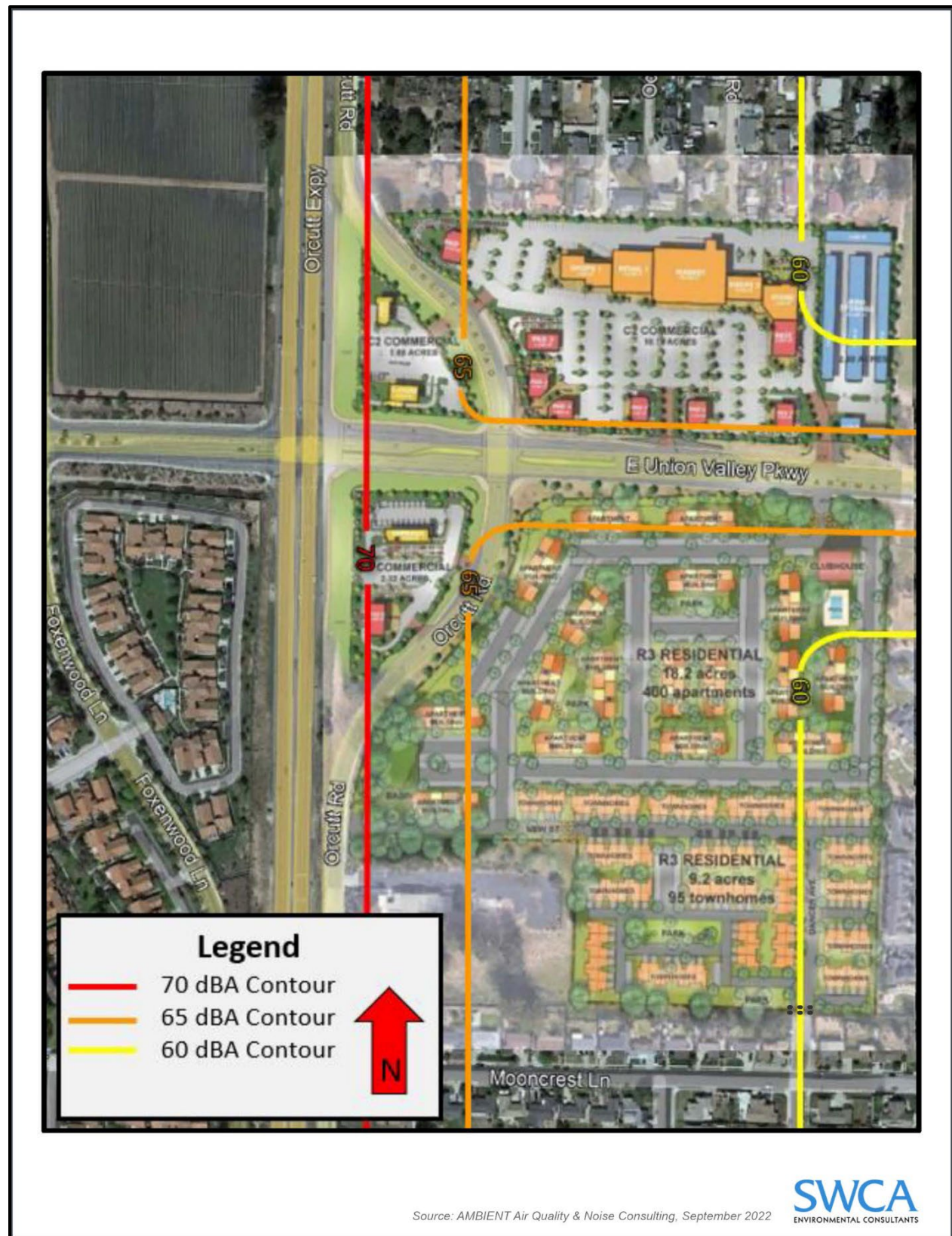


Figure 4.10-5. Predicted onsite traffic noise level contours (dBA CNEL).



Note: Final location to be determined through the development review process with final project design.

Figure 4.10-6. Recommended noise wall or barrier locations.

NOI Impact 1	
The project could generate 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.	
Mitigation Measures	
NOI/mm-1.1	<i>The following measures shall be implemented to reduce construction-generated noise levels:</i> <i>Construction activity shall be limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 5:00 p.m. on Saturdays in accordance with the City's Noise Element. No noise-generating construction activities are allowed to occur on Sundays or state or federal holidays. Construction equipment maintenance shall be limited to the same hours. Non-noise-generating construction activities without mechanical equipment are not subject to these restrictions.</i> <i>Control noise at all construction sites through the provision of mufflers and the physical separation of machinery maintenance areas from adjacent residential and noise-sensitive land uses.</i> <i>Construction activities shall comply with the City of Santa Maria noise-control ordinance requirements, including obtaining a permit if deemed necessary.</i>
NOI/mm-1.2	<i>The following mitigation measures shall be implemented to reduce long-term exposure to transportation and non-transportation noise:</i> <i>A noise wall or attenuating barrier shall be constructed along the western and northern portions of the proposed residential development, which is generally located south of UVP and east of Orcutt Road. The noise wall or barrier shall be constructed to minimum height of 6 to 8 feet above ground level as determined by a final acoustical assessment. Recommended barrier locations based on the conceptual site plan available in August 2022 are depicted in Figure 4.10-6. Noise barriers may consist of walls or a combination of walls and earthen berms. Barrier walls should be constructed of masonry block, or material of similar density and usage, with no visible air gaps at the base of the barrier or between construction materials.</i> <i>A noise wall shall be constructed along the northern boundary of the commercial land uses, which are generally located north of UVP and east of Orcutt Road of the project. The wall shall be constructed to a minimum height of 8 feet above ground level and shall be constructed of masonry block, or material of similar density and usage, with no visible air gaps at the base of the barrier or between construction materials.</i> <i>Loading docks shall be fitted with door seals and bumpers. The installation of dock seals would reduce loading dock noise levels by approximately 5 dBA, or more. When the loading dock is not in use, loading dock doors shall remain closed.</i> <i>Given the conceptual nature of the site plan considered in the EIR, there is the potential for the exact location of land uses to shift slightly as design plans are finalized. The operations of the final site plan shall be required to adhere to the following limitations to ensure exposure of residential and park land uses to operational noise is reduced. The following uses shall be limited to daytime hours (7:00 a.m. to 10:00 p.m.), unless an acoustical assessment is completed to determine that these commercial-uses would not impact nearby noise-sensitive land uses (residential and park uses):</i> <i>Commercial-use loading docks within 300 feet of residential uses</i> <i>Drive-throughs within 90 feet of residential uses</i> <i>Car wash operations located within 1,400 feet of nearby residential land uses</i> <i>If nighttime (7:00 a.m. to 10:00 p.m.) operations are necessary for the proposed land uses noted above, an acoustical assessment shall be prepared to evaluate potential noise impacts to nearby existing and proposed noise-sensitive land uses for operations proposed to occur during the nighttime hours (10:00 p.m. to 7:00 a.m.). All proposed operations during the nighttime hours (10:00 p.m. to 7:00 a.m.) shall not result in</i>

NOI Impact 1								
exceedances to the City's noise standards, as demonstrated by the acoustical assessment. Where the acoustical assessment determines that source noise levels would exceed the City's applicable noise standards, site-design features/noise-reduction measures shall be incorporated sufficient to reduce operational noise levels to below applicable noise standards. e. An acoustical assessment shall be prepared for exterior commercial-use air conditioning units 300 feet from a noise-sensitive land use. The acoustical assessment shall evaluate operational noise levels in comparison to the City's daytime and nighttime noise standards. Where the acoustical assessment determines that operational noise levels would exceed the City's applicable noise standards, site-design features and/or noise-reduction measures shall be incorporated sufficient to reduce operational noise levels to below the City's applicable noise standards. Such measures may include locating equipment on rooftop areas, incorporation of additional shielding, selection of low-noise generation equipment, and/or incorporation of rooftop parapets.								
City of Santa Maria Maximum Acceptable Noise Levels by Land Use								
Zones	Range of Intensities (dBA Leq)							
	Ambient Base		15 Minutes		5 Minutes		1 Minute	
	Day	Night	Day	Night	Day	Night	Day	Night
Residential	55	45	60	50	65	55	70	60
Commercial	65	60	70	65	75	70	80	75
Industrial	75	70	80	75	85	80	90	85
Source: City of Santa Maria (2022)								
dBA = A-weighted decibels; Leq = Equivalent sound level								
Residual Impacts								
With implementation of the identified mitigation, residual impacts would be less than significant.								
Secondary Impacts								
Construction of noise barriers within the project site would have the potential to result in secondary impacts. Impacts resulting from construction of the noise barriers would result in additional air pollutant and greenhouse gas emissions and noise. These impacts are not quantifiable at this time, however, given the height and location of the noise barriers described in Mitigation Measure NOI/mm-1.2 above, potential impacts can be qualitatively evaluated. Impacts associated with air pollutant emissions would be reduced through implementation of Mitigation Measures AQ/mm-1.3 and AQ/mm-2.1. GHG emissions resulting from construction of the noise barriers would be reduced through implementation of Mitigation Measure AQ/mm-2.1. Noise emissions resulting from construction of the noise barriers would be consistent with the noise levels anticipated to be generated by construction of future commercial and residential development on the project site and would be reduced through implementation of Mitigation Measure NOI/mm-1.1. Based on the proposed height and location of the noise barriers, it is anticipated that secondary impacts associated with their construction would be less than significant.								

Would the project generate excessive groundborne vibration or groundborne noise levels?

Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction activities. Groundborne vibration levels associated with representative construction equipment likely to be required during project construction are summarized in Table 4.10-13.

Table 4.10-13. Representative Vibration Levels for Construction Equipment

Equipment	Vibration Level at 25 Feet (in/sec, ppv)
Vibratory roller	0.210
Large bulldozer	0.089
Loaded trucks	0.076
Small bulldozers/tractors	0.003

in/sec = inch per second; ppv = peak particle velocity

Source: FTA (2018)

As shown in Table 4.10-13, construction-generated vibration levels would range from approximately 0.003 to 0.210 in/sec ppv at 25 feet. The highest vibration levels would be associated with the use of vibratory rollers.

The nearest existing structures are residential structures located approximately 35 feet to the east, residences 35 feet to the north, and a church 175 feet to the south. Predicted groundborne vibration levels at these nearby structures are summarized in Table 4.10-14.

Table 4.10-14. Predicted Groundborne Vibration Levels at Nearby Structures

Nearby Land Use Structures	Distance from Project Boundary (feet)	Vibration Level (in/sec, ppv)
Residential	35	0.136
Residential	35	0.136
Church	175	0.017

in/sec = inch per second; ppv = peak particle velocity

Based on the highest construction equipment vibration levels anticipated for this project (0.21 in/sec ppv).

As shown in Table 4.10-14, predicted construction vibration levels at nearby structures would not exceed the minimum recommended criteria for structural damage or human annoyance (0.5 and 0.2 in/sec ppv, respectively). Predicted groundborne vibration levels at the nearest offsite structures associated with construction activities would not exceed commonly applied thresholds for potential structural damage or human annoyance; therefore, impacts would be *less than significant*.

NOI Impact 2
The project would not generate excessive groundborne vibration or groundborne noise levels.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Residual impacts would be less than significant.</i>

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 2 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?

The project site is located within the AIA of the Santa Maria Public Airport, which is located approximately 1 mile northwest of the project site. The maximum airport-related noise level considered compatible for new residential development is 65 dB CNEL (SBCAG 2022). The northeast corner of the project site consisting of proposed commercial development is located within the 60-dBA CNEL noise contour and the proposed residential portion of the project site is located outside of the projected 60-dBA CNEL noise contour of the Airport (see Figures 4.10-3 and 4.10-4); therefore, the project would be consistent with the noise compatibility criteria included in the 2022 Draft ALUCP (see Table 4.10-9). In addition, predicted aircraft noise levels at the project site would be largely masked by roadway traffic noise from area roadways and implementation of the proposed project would not result in exposure to excessive aircraft-related noise (AMBIENT 2022c). Based on the location of the project site and existing roadway noise, implementation of the proposed project would not result in exposure of individuals to aircraft noise levels that would exceed applicable noise standards; therefore, impacts would be *less than significant*.

NOI Impact 3
The project would not expose people residing or working in the project area to excessive noise levels.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Residual impacts would be less than significant.</i>

4.10.6 Cumulative Impacts

Past, present, and reasonably foreseeable projects in and around the project area have the potential to expose people to an increase in short- and long-term ambient noise and/or groundborne vibration. Project-specific construction-related and operational noise impacts would be mitigated to a less-than-significant level with implementation of Mitigation Measures NOI/mm-1.1 and NOI/mm-1.2 and would not permanently increase ambient noise levels within the project area in a manner that would exceed City noise thresholds. Construction of reasonably foreseeable future projects has the potential to increase short-term ambient noise; however, construction-related noise generated by reasonably foreseeable present and future projects would be short term, intermittent, and required to comply with City-established noise standards for acceptable construction hours. Reasonably foreseeable future projects would be subject to separate environmental review to determine potential sources of short- or long-term increases in ambient noise levels that may exceed established City noise standards and would be required to reduce noise impacts where feasible. Compliance with existing regulations and implementation of mitigation measures identified above would ensure the project's potential impacts would not be cumulatively considerable when considered in combination with other similar projects. Therefore, cumulative impacts related to geology and soils would be *less than significant with mitigation*.

Project-specific impacts related to the generation of groundborne noise and vibration would be less than significant, and no mitigation is required. Typical construction activities do not generate groundborne

noise or vibration in a manner that would be perceptible to humans; therefore, other reasonably foreseeable future projects are not anticipated to result in significant impacts related to the generation of groundborne noise or vibration. Nevertheless, reasonably foreseeable present and future projects would be subject to separate environmental review to determine potential sources of groundborne noise and vibration and to reduce potential impacts as necessary. Additionally, reasonably foreseeable future projects within the vicinity of Santa Maria Public Airport would be subject to separate environmental review to determine consistency with noise standards identified in the airport land use plan in effect at that time. Therefore, impacts related to the generation of groundborne noise and vibration and the exposure of project occupants to excessive aircraft noise would be *less than cumulatively considerable*.

NOI Impact 4
The project would have the potential to result in cumulatively considerable impacts associated with noise.
<i>Mitigation Measures</i>
<i>Implement Mitigation Measures NOI/mm-1.1 and NOI/mm-1.2.</i>
<i>Residual Impacts</i>
<i>Cumulative impacts associated with noise would be less than significant with mitigation.</i>

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4.11 POPULATION AND HOUSING

This section provides information on the existing population and housing conditions in the City and evaluates the potential effect of the proposed project on these topics in accordance with the State CEQA Guidelines. The analysis in this section is based on information in the City of Santa Maria General Plan documents (Land Use, Housing, and Economic Development Elements), the General Plan Annual Report (2020), regional growth and guidance documents (e.g., Santa Barbara County Association of Governments [SBCAG] 2050 Regional Growth Forecast), and California Department of Finance, U.S. Census Bureau, and SBCAG data and population projections. Demographic data from these sources are relatively consistent; however, since each of these organizations uses different methods of data collection and analysis, data are not always the same and may not represent the same data year. Accordingly, the population and housing numbers used in this analysis may vary somewhat, depending upon the source cited.

4.11.1 Existing Conditions

4.11.1.1 Population

Santa Maria is one of 14 cities located within Santa Barbara County, and is the largest in terms of population. In 2020, the city had a population of 107,205 residents, which accounts for approximately 24% of the county's population of 450,511 (Table 4.11-1; California Department of Finance 2022a).¹ Overall, the city experienced an average annual increase in population of 2.9% between 2000 and 2010, slowing to an average annual growth rate of 0.74% between 2010 and 2020. Comparatively, Santa Barbara County maintained an average annual increase in population of 0.6% between 2000 and 2020.

Table 4.11-1. City and County Population Growth

Population	2000*	2010†	2020†
City of Santa Maria	77,423	99,553	107,205
Average annual city growth (%)	--	2.86	0.74
County of Santa Barbara	399,347	423,895	450,511
Average annual county growth (%)	--	0.61	0.61

Sources:

* = City of Santa Maria (2015)

† = California Department of Finance (2022a, 2022b).

In 2020, according to the U.S. Census Bureau, Santa Maria had substantially higher percentages of children/teens aged 1–17 (31%) compared to the County (22%) and the state (23%). Adults aged 18–64 are by far the largest age group in the city (59%), and are slightly lower than the percentage of adults aged 18–64 in the county (62%) and the state (63%). The city has a significantly lower proportion of senior citizens older than 65 years (10%) compared to the state (16%) (U.S. Census Bureau 2022a, 2022b, 2022c).

¹ The California Department of Finance provides population estimates for the City of Santa Maria and Santa Barbara County. The Department of Finance provides population counts every year, exclusive of residents on federal military installations and group-quarters residents in state mental institutions, state and federal correctional institutions, and veteran homes. The most recent annual population data were published in May 2021.

Population growth projections in Santa Barbara County are dependent on assumptions for commuting into the region from adjacent counties for jobs. Historical data show that an increasing share of county jobs are being filled by people commuting from outside the county (in-commuters). The population projections prepared by SBCAG project a doubling of the net in-commuters from outside Santa Barbara County between 2010 and 2040.

Based on the 2050 Regional Growth Forecast (SBCAG 2018), there is a projected decrease in City growth rates over time, with a projected annual growth rate of 0.9% from 2025 to 2040 and 0.3% between 2040 and 2050 (SBCAG 2018).² The City could expect the addition of 10,000 new residents between 2020 and 2025, and 5,700 new residents each between 2025 and 2030, and 2030 and 2035 (Table 4.11-2). This would increase Santa Maria's regional population share from 24% to 27% by 2050.

Table 4.11-2. SBCAG Population Growth Projections

Population	2020	2025	2030	2035	2040	2045	2050
City of Santa Maria	111,900	121,900	127,600	133,300	139,000	141,000	143,100
Santa Barbara County	460,900	478,600	489,900	501,500	513,300	517,500	521,700
Increase in city population (% annual growth)	--	1.7	0.9	0.9	0.9	0.3	0.3
Increase in county population (% annual growth)	--	0.8	0.5	0.5	0.5	0.2	0.2

Source: Santa Barbara County Association of Governments (2018)

4.11.1.2 Housing

The Regional Housing Needs Allocation (RHNA) is a statewide distribution of housing development capacity that each city and county must zone for in a planning period. Each RHNA is developed for an 8-year planning period. The RHNA has undergone five previous cycles and the City's current Housing Element (2015) is based on the 5th Cycle of the RHNA and covers the period from 2015 to 2023. SBCAG's current RHNA Plan (2021) is the 6th Cycle of the RHNA, and spans from February 2023 to February 2031.

HOUSING SUPPLY AND AVERAGE HOUSEHOLD SIZE

According to the Public Review Draft General Plan Housing Element, Santa Maria had 28,013 housing units with an average household size of 3.73 persons between 2016 and 2020 (City of Santa Maria 2022).³ Household size has been increasing as individuals and families "double up" to defray the cost and availability of housing as household demand exceeds supply. Average household size in the city has increased steadily over time, from 2.80 in 1980, to 3.04 in 1990, 3.40 in 2000, 3.66 in 2010, and 3.73 in 2020—an increase of approximately 33.2% over 40 years. Based on the 2050 Regional Growth Forecast, between 2010 and 2018, population growth from the increase in household size was 21% of total population growth (SBCAG 2018).

² As part of its long-range planning efforts, SBCAG develops socioeconomic estimates and growth projections including population, households, and employment for cities in the Santa Barbara County through enhanced forecasting methods and interactive public outreach. These estimates and projections provide the foundation for SBCAG's transportation planning and other programs at the regional and small geographic area level, including the Regional Housing Needs Assessment. The most recent projections were released in the agency's 2050 Regional Growth Forecast. These growth forecasts are based on 2020 U.S. Census Bureau data.

³ By definition, a household consists of all persons occupying a dwelling unit, whether or not they are related.

Based on the 2050 Regional Growth Forecast, Santa Maria is forecast to have the most significant change in number of households in Santa Barbara County over the 2017 to 2050 period, with a 15,308 household increase (a 53% increase) compared to the County's 38,000 household increase (a 26% increase) (Table 4.11-3; SBCAG 2018).

Table 4.11-3. Household Demand Forecast

Jurisdiction	2017	2020	2025	2030	2035	2040	2045	2050
City of Santa Maria	28,792	30,200	33,600	36,400	39,100	41,800	43,000	44,100
Santa Barbara County	148,900	152,000	158,400	166,000	173,300	180,500	184,000	186,900

Source: SBCAG (2018)

HOUSING DEMAND AND AVAILABILITY

Currently, the demand for housing in Santa Maria is extremely high, both for rentals and homeownership. According to Federal Housing Administration Standards, in order to ensure adequate choice and availability of housing for buyers while keeping a balanced housing market for landlords and sellers, desirable vacancy rates would range between 4% and 6% for rental units and between 1% and 3% for owner-occupied units. As of 2019, the homeowner vacancy rate was 0.5% and the rental vacancy rate was 2.5% (U.S. Census Bureau 2019). For comparison, the city's housing vacancy rate in 2010 was 4.9% and the 5-year average from 2016 to 2020 was 4.2% (City of Santa Maria 2015; U.S. Census Bureau 2022d).⁴

Natural population increase and formation of new households from the local population have historically accounted for only a small part of the overall demand for housing. As average household sizes grow, the existing housing stock accommodates more people, but often with more overcrowding. However, demand for all types of housing remains high throughout the city, as demonstrated by low vacancy rates for both homeowners and renters discussed above. For the 6th Cycle of the RHNA, the SBCAG region's average vacancy rate is projected to be 2.49% (SBCAG 2021).

Overcrowding is defined by the U.S. Census Bureau and U.S. Department of Housing and Urban Development as dwellings with more than one resident per room (bedrooms, living room, recreation room, kitchen) in a dwelling. Overcrowding most often involves economic, legal, and cultural factors. According to the City's Housing Element, 19% of all households were overcrowded in 2012 (City of Santa Maria 2015). According to the RHNA Plan and based on 2014–2018 5-year Census data, the Santa Maria–Santa Barbara metropolitan area had an overcrowding rate of 9.94%, compared to an average of 3.50% in comparable regions in the United States (SBCAG 2021).

REGIONAL HOUSING NEEDS ALLOCATION

The 5th Cycle of the RHNA covers the period from 2015 to 2022, extending beyond the existing adopted General Plan's Housing Element's planning period from 2014 to 2019. During the General Plan Housing Element's planning period, the City issued permits for a total of 1,974 dwelling units. In 2020, the City issued permits for 260 dwelling units and in 2021, the City issued permits for 457 dwelling units, leaving a remainder of 1,749 dwelling units needed by the year 2023.

⁴ The housing vacancy rate is one measure of general housing availability. A low vacancy rate, less than 5%, suggests that households will have difficulty finding housing within their price range. Conversely, a high vacancy rate may indicate a high number of housing units that are undesirable for occupancy, a high number of seasonal units, or an oversupply of housing. By maintaining a "healthy" vacancy rate of between 5% and 8%, housing consumers have a wider choice of housing types and prices to choose from. As vacancy rates drop, shortages generally raise housing costs and limit choices.

The RHNA's quantified objectives promote the development of housing that meets affordability standards for the income groups in the same proportion as the RHNA allocation, and emphasize production of multi-family, higher-density housing, where appropriate (Table 4.11-4).⁵

Table 4.11-4. RHNA 5th Cycle Needs Allocation Progress based on Dwelling Units Approved, Under Construction, or Built, 2015–2021

Income Level		5th Cycle RHNA Allocation by Income Level (2014–2022)	Dwelling Units Approved, Under Construction, or Built (2015–2020) ¹	Dwelling Units Approved, Under Construction, or Built (2021)	Total Dwelling Units Approved, Under Construction, or Built	Number of Dwelling Units, Remaining RHNA Need through 2022
Very Low	Deed Restricted	985	57	0	57	928
	Non-Deed Restricted		0	0	0	
Low	Deed Restricted	656	176	401	577	0
	Non-Deed Restricted		364	0	364	
Moderate	Deed Restricted	730	0	0	0	0
	Non-Deed Restricted		783	0	783	
Above Moderate		1,731	854	56	910	821
Total RHNA		4,102				0
Total Units			2,234	457	2,691	1,749

Source: City of Santa Maria (2022b): Table B.

Note: Units serving extremely low-income households are included in the very low-income totals.

As reported in the City's 2021 General Plan Annual Report, 597 affordable housing units have been added in the city since 2015, which aids in fulfilling the 5th Cycle (2014–2022) Quantified Housing Objectives for the combined extremely low/very low, and low-income categories. Combined with the addition of 783 moderate and 910 above moderate units, the City has made meaningful contributions to the housing stock in accordance with the General Plan Housing Element. As of 2021, the City was roughly 66% of achieving its 5th Cycle Quantified Housing Objectives through 2022.

In January 2020, the State of California Department of Housing and Community Development released its 6th Cycle Quantified Housing Objectives for 2023 through 2030. The updated housing objectives have increased the housing needs allocation for the City to a total of 5,418 dwelling units, including 1,568 dwelling units for the extremely low/very low, and low-income categories for the period from 2023 to 2030. It also calculates a housing need of 721 housing units for the unincorporated Santa Maria Valley, including 390 of extremely low, very low, and low-income units. (Table 4.11-5; SBCAG 2021).

The California Department of Housing and Community Development calculates the regional

⁵ Under state law, each City and County is required to develop programs designed to meet its share of the region's housing needs for all income groups, as determined by the region's Council of Governments. The State of California Department of Housing and Community Development identifies housing needs for all regions of the state. Councils of Governments then apportion the regional housing need among their member jurisdictions. The RHNA process seeks to ensure that each jurisdiction accepts responsibility, within its physical and financial capability to do so, for the housing needs of its residents and for those people who might reasonably be expected to move there.

determination using information provided by the California Department of Finance and the most recent U.S. Census Bureau data regarding overcrowding, cost burden, and vacancy rate (SBCAG 2021). The City is currently updating their Housing Element to address future growth.

Table 4.11-5. 6th Cycle (2023–2030) RHNA Allocation by Income Level

Income Level	Allocated Dwelling Units City of Santa Maria
Extremely Low/Very Low	1,032
Low	536
Moderate	731
Above Moderate	3,119
Total	5,418

Source: SBCAG (2021).

Note: Units serving extremely low-income households are included in the very low-income totals.

4.11.2 Regulatory Setting

There are no federal regulations that pertain to population and housing related to the project. State and local regulations that are directly relevant are summarized below.

4.11.2.1 State

STATE HOUSING LAW

State law (Government Code Section 65580–65589.8) recognizes the vital role local governments play in the supply and affordability of housing. Local governments in California are required to adopt a comprehensive, long-term general plan for the physical development of the jurisdiction, including a Housing Element. The Housing Element law, enacted in 1969, mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law acknowledges that, in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development. Housing Element law also requires the California Department of Housing and Community Development to review local Housing Elements for compliance with state law and to report its written findings to the local government.

REGIONAL HOUSING NEEDS PLAN

The Regional Housing Needs Plan is required under California Government Code Section 65584 to enable regions to address housing issues and meet housing needs based on future growth projections for the area. The State of California determines the number of total housing units needed for each region. The allocation comes after projection modeling based on current General Plan policies and established land use zonings. The allocations are based on “smart growth” assumptions in the modeling and aim to shift development patterns from historical trends towards better jobs-to-housing balance, increased preservation of open space, and development of urban and transit-accessible areas. Regional housing needs are based on the local and regional distribution of income, the need for housing generated by local job growth, the projected growth in the number of households, and the vacancy rate in each community.

4.11.2.2 Local

The project site is located in unincorporated Santa Barbara County. It is adjacent to but outside the city limits of the City of Santa Maria, but it is within the Sphere of Influence (SOI). Because the project would annex the property into the city, this analysis relies primarily on the City General Plan and Municipal Code

CITY OF SANTA MARIA GENERAL PLAN, LAND USE ELEMENT

Policy L.U. 5 Sphere of Influence. Discourage sprawl and “leap-frog development”

Objective L.U. 5b. Implement an annexation program which would encourage the phased annexation of those areas within the urban limit line.

Objective L.U. 5d. Locate new development contiguous to compatible existing development.

Implementation Programs:

3. Encourage residential and commercial infill projects prior to developing outlying areas. Inducements may include innovative urban design and streamlined processing.
5. Develop an annexation program that provides for an integrated system of zoning, infrastructure provision, and timely phased development approval.

CITY OF SANTA MARIA GENERAL PLAN, HOUSING ELEMENT

The City’s (2015–2023) General Plan Housing Element sets forth the City’s policies and detailed programs for meeting existing and future housing needs, for preserving and enhancing neighborhoods, and for increasing affordable housing opportunities for extremely low-, very low-, low-, and moderate-income persons and households. It is the primary policy guide for local decision-making on all housing matters. The General Plan Housing Element also describes the City’s demographic, economic, and housing factors, as required by state law.

State housing law requires that each jurisdiction identify the number of housing units that can be built, rehabilitated, and preserved during the General Plan Housing Element’s planning period, which ends in 2023. These projections are termed “quantified objectives.” Chapter V of the Housing Element contains housing programs to address affordable housing needs. Chapter VI of the General Plan Housing Element includes goals, policies, and programs to accommodate affordable housing programs that meet the City’s quantified objectives (City of Santa Maria 2015).

The General Plan Housing Element Goal 1 objective is to accommodate future residential housing production that helps meet the City’s quantified objectives. In particular, the following policies and program address the inclusion of affordable units in new residential development:

Housing Program 2. Annexation Program. The City actively encourages residential development through annexation of land suitable for development. Residential development, constrained as a municipality approaches buildout within its jurisdictional boundaries, requires more land or more intense use of existing land.

Goal 1: New Housing Construction. Assure sufficient development potential to accommodate future residential growth and construction.

Policy 1-C Action steps to annex sufficient land for residential needs. (1) The City will continue to support the use of infill projects for residential development to meet its growing housing need and will actively encourage planned residential developments in infill locations. When appropriate, land

for additional residential development may be obtained through annexation of suitable land. This program has been successfully implemented in the past, and the City will continue to monitor the need for future annexations, if appropriate.

The City's current Housing Element reflects the 5th Cycle RHNA and is for the period 2015–2023. State law requires the Housing Element to be updated every 8 years. The City is in the process of updating its Housing Element to cover the planning period 2023–2030. The updated document will incorporate the 6th Cycle RHNA assigned to the City by the SBCAG (see Table 4.11-5). The City expects to issue a draft document for public review in summer 2022.

4.11.3 Thresholds of Significance

The following thresholds of significance for the effects on population and housing are based on Appendix G of the State CEQA Guidelines. An impact is considered significant if the project would:

- 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).
- b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Each of these thresholds is discussed under Section 4.11.5, Project-Specific Impacts and Mitigation Measures, below.

4.11.4 Impact Assessment Methodology

Sources used in the assessment include the City's 2015–2023 Housing Element, the City's General Plan 2020 Annual Report, SBCAG's 2050 Regional Growth Forecast, U.S. Census Bureau data, and California Department of Finance data. Socioeconomic and demographic information from these sources is relatively consistent; however, because each of these sources use slightly different methods of data collection and analysis, data collected do not always have the same conclusions and may not represent the same data year. Accordingly, the population, housing, and employment numbers used in this analysis may vary somewhat, depending upon the source cited. Despite the variations, the data used represent the best available information and provide a meaningful description of the population and housing characteristics of the city, unincorporated areas of the county, and the county as a whole.

This analysis reviews potential land use changes and future development that would occur under the project and considers whether these changes would result in substantial adverse impacts on population and housing in accordance with the State CEQA Guidelines. The City is in the process of updating the current 2000 General Plan. The City's current Housing Element is for the planning period 2015–2023, and is also in the process of being updated. Therefore, the SBCAG projections are considered to be the most accurate for defining buildout of the city beyond 2023. In addition, this analysis uses the U.S. Census Bureau's 2020 persons-per-household projection of 3.73 as it is the most recent (U.S. Census Bureau 2021a).

This analysis also considers whether the project would induce substantial unplanned growth or result in the displacement of housing. Potential secondary direct and indirect impacts of population growth on resources such as transportation, public services, water supply, and other issues are addressed in respective sections of this EIR. Growth-inducing impacts related to construction of new roadways and utility infrastructure are addressed in Chapter 6, Other CEQA Considerations.

4.11.5 Project-Specific Impacts and Mitigation Measures

Would the project 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)?

The project site is located in the unincorporated community of Orcutt, adjacent to the city of Santa Maria and within the City’s Sphere of Influence. The project is expected to generate new population growth on-site by facilitating the construction of up to 495 multi-family units and 106,800 square feet of commercial retail uses.

This development would potentially increase population within the city by 1,846 residents (Table 4.11-6). The project is expected to be complete in 2025, so the project would increase the city’s population by approximately 1.5% over the 2025 level of 121,900 (U.S. Census Bureau 2022a).

Table 4.11-6. Summary of Estimated Project-Related Population Growth

Proposed Zone	Housing Units	Population per Dwelling Unit	Projected Population Increase
High-density Residential (PD/R-3)	400 apartments	3.73	1,492
High-density Residential (PD/R-3)	95 townhomes	3.73	354
Total	495 units	3.73	1,846

Source: SWCA Environmental Consultants (2022)

SBCAG anticipates that population growth will continue to occur in the region, and the city will have a higher growth rate than the county over time. Population growth projections show Santa Maria’s population increasing by an average growth rate of 1.7% through 2025, 0.9% between 2025 and 2040, and slowing to a 0.3% growth rate between 2040 and 2050. The city’s population is projected to add 31,200 people between 2020 and 2050 for a final population of 143,100 (see Table 4.11-2).

By comparison, Santa Barbara County is expected to have an average annual growth rate of 0.8% through 2025, 0.5% from 2025 through 2040, and 0.2% from 2040 to 2050, and is expected to add 60,800 people from 2020 through 2050 for a total of 521,700 people (see Table 4.11-2; SBCAG 2018). This increase in population is anticipated to require a rise in housing demand from 30,200 units in 2020 to 44,100 units in 2050—an increased demand of 13,900 units or 46% over 2020 housing demand (see Table 4.11-3; SBCAG 2018). The project would provide additional high-density dwelling units to help accommodate projected growth and demand.

In addition to the permanent population introduced by the project, the development would also bring additional employees the area. Proposed commercial uses include drive-through commercial spaces, a retail center, corner gas station, and mini storage. Potential for job creation would depend on the exact nature and type of commercial uses developed. However, the based on an estimate developed by the Applicant, approximately 485 new jobs are expected to be created.

Full construction of the project would occur over the course of the approximately 3-year period, which would result in the generation of jobs for construction workers. The duration and number of workers needed for each phase of development would vary; however, development of the project is anticipated to create a notable amount of temporary job opportunities in the area. According to U.S. Bureau of Labor Statistics, construction workers consisted of approximately 3.8% of the total workforce in the Santa

Maria–Santa Barbara metropolitan area in 2021 (U.S. Bureau of Labor Statistics 2021). Therefore, project construction jobs would be anticipated to be served by the local construction workforce.

Population growth is considered significant only if it is unplanned or unanticipated by the City. The project site is located in the City’s SOI. According to the City’s Land Use Element (adopted 1991, as amended 2011), the SOI is “the probable 20-year boundary of the City,” as approved by the Local Agency Formation Commission (City of Santa Maria 2011). The City expects to annex the land currently within its SOI. Under Objective L.U. 5b, the City intends to implement an annexation program to encourage growth within its SOI (City of Santa Maria 2011). Under Policy 1-C of the City’s Housing Element, the City intends to annex suitable land for residential development (City of Santa Maria 2015).

The City of Santa Maria provides a land use designation of Commercial/Professional Office for the project site. Under the County’s Orcutt Community Plan, the site is currently zoned for retail commercial development (C-2). Under the proposed project, the project site would be annexed, 16.35 acres would retain their commercial zoning (PD/C-2), and the remaining 27.40 acres would be rezoned to high-density residential (PD/R-3). As noted, under long-range plans of both jurisdictions, development of the site is anticipated to occur.

The total increase in population under the project would be well below the projected population under the SBCAG by 2050, which plans for a future additional population of 31,200 (from 111,900 in 2020 to 143,100 in 2050; see Table 4.11-2 above). Therefore, population increases resulting from the project would remain within planned growth under the SBCAG growth projections.

As a result of the change in zoning, the project site would provide new opportunities for housing development. As shown in Table 4.11-4, the 5th Cycle RHNA Program had a remaining need for 1,749 residential units in 2021. As shown in Table 4.11-5, the 6th Cycle RHNA projects a need for 5,418 new residential units by 2030. The project would construct up to 495 residential units, which is 9.1% of the projected need for housing by 2030. Therefore, the change in zoning to R-3 residential would meet the City’s planning goals to provide additional housing and would be consistent with the housing estimates of the 6th Cycle RHNA.

In addition, Housing Program 2 of the City’s Housing Element actively encourages residential development through annexation of land. This project would be consistent with both Housing Program 2 and Policy C-1 which state the City’s intent to annex land to meet its residential needs. The project site is surrounded by other residential development and would not constitute leapfrog development. Therefore, the project would be consistent with Objective L.U. 5d, to locate new development contiguous to existing development. Therefore, the project would be consistent with local plans and policies and would not represent unplanned population growth. For these reasons, this impact would be less than significant.

PH Impact 1
The project would not result in substantial unplanned population growth; impacts would be less than significant.
<i>Mitigation Measures</i>
<i>No mitigation is required.</i>
<i>Residual Impacts</i>
<i>Potential impacts related to unplanned population growth would be less than significant.</i>

Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project site is vacant and does not currently contain a residential population or housing. Further, the project would not involve off-site impacts within any residential area. Therefore, the project would not displace substantial numbers of persons or housing. As such, there would be no potentially significant adverse impacts related to this threshold and no impact would occur.

PH Impact 2
The project would not displace substantial numbers of persons or housing; no impact would occur.
<i>Mitigation Measures</i>
<i>No mitigation is required.</i>
<i>Residual Impacts</i>
<i>No impacts associated with the displacement of existing people or housing would occur.</i>

4.11.6 Cumulative Impacts

Cumulative projects in the general vicinity of the project site include a variety of residential and commercial projects. All the identified cumulative projects have the potential to result in population growth, either directly with development of additional housing units or indirectly through extension of roads, other infrastructure, or commercial development providing employment demand.

The geographic context for the analysis of cumulative impacts associated with population and housing is the City of Santa Maria and the community of Orcutt, located in unincorporated Santa Barbara County. As noted in the previous analysis, the proposed project would provide approximately 495 dwelling units, resulting in an estimated population increase of 1,847 persons. Based on the 2050 Regional Growth Forecast (SBCAG 2018), the City could expect the addition of 5,700 new residents between each of 2020 and 2025, 2025 and 2030, and 2030 and 2035 (see Table 4.11-2). The total increase in population related to the proposed project would be well below the SBCAG's projected population by 2050, which anticipates a future additional population of 31,200.

Like the proposed project, development of the cumulative projects would contribute to population growth within Santa Maria and the Orcutt community, either directly by providing additional housing or indirectly. Development of the residential projects would contribute additional housing units to the City's existing housing stock, which would help the City achieve its RHNA goals. Therefore, the cumulative projects identified would not create growth that is not anticipated through the City's long-range planning processes.

For these reasons, the cumulative population growth that would occur with the development of the proposed project in combination with related projects has been included in the planned growth for the City and SBCAG. Thus, cumulative effects of the proposed project would not be cumulatively considerable. Thus, there would be *no cumulative impacts* related to population and housing.

PH Impact 3
Cumulative effects of the proposed project would occur because the project would not displace persons or housing nor would result in unplanned growth; cumulative impacts related to population growth would not occur.
<i>Mitigation Measures</i>
<i>No mitigation is required.</i>
<i>Residual Impacts</i>
<i>No cumulative impacts associated with the population and housing would occur.</i>

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4.12 PUBLIC SERVICES AND RECREATION

This section provides a summary of existing public service facilities, pertinent regulations, thresholds of significance, and potential environmental impacts of the project related to public service facilities and recreation.

4.12.1 Existing Conditions

4.12.1.1 Fire Protection

Fire protection services within the Santa Maria city limits are provided by the Santa Maria Fire Department (SMFD). SMFD operates out of six fire stations located throughout the city. SMFD also provides and receives mutual aid assistance to and from the Santa Barbara County Fire Department (SBCFD). SBCFD operates out of 16 fire stations located throughout the county. Although each agency has defined fire protection service boundaries, the established mutual aid agreements between the agencies are often enacted, allowing services to cross these jurisdictional boundaries to provide adequate fire protection services and emergency response times within the region. Both SMFD and SBCFD fire protection facilities serve the project site and are described in the following discussion.

EXISTING FIRE PROTECTION FACILITIES

The project site lies within the existing boundaries of the SBCFD in an area referred to as the “Orcutt Triangle” (bounded by State Route [SR] 135, Santa Maria Way and U.S. Route 101, and Union Valley Parkway). Fire protection services in this area could be provided by either SMFD or SBCFD through mutual aid agreements, depending on which unit has the more favorable response time.

Table 4.12-1 summarizes the location, personnel, equipment, and response times of fire protection facilities serving the project site. SMFD Fire Station 6 is one of the closest fire stations to the project site; however, this station provides specialized services to the Santa Maria Public Airport only and services do not currently extend outside the airport boundaries. SBCFD Fire Station 21, approximately 1.7 miles southwest of the project site, is currently the closest station to the site that has a full fire company able to provide emergency services within the city. SMFD Fire Station 4 and SBCFD Fire Station 26 are both approximately 3 miles from the project site in different directions (northeast and southeast, respectively). SMFD Fire Station 2 is approximately 3.5 miles northwest of the project site.

Based on the Operational Enhancements Report prepared for the SBCFD (Citygate Associates, LLC 2020), the County of Santa Barbara (County) identified the need for a third fire station in the northern Orcutt area. The County has purchased a 4-acre property on Union Valley Parkway for the purpose of developing a new fire station; this station would be Fire Station 25 and would be approximately 0.5 mile from the project site. Purchase of the property was completed in early 2022, and the County is currently working to secure funding for the design and construction of the fire station. The construction of Fire Station 25 is a high priority for the County; this fire station is expected to be constructed and fully operational by the end of 2024.¹

¹ Although construction of Fire Station 25 is expected to be fully funded, constructed, and operational by the end of 2024, assurance of station completion and operation is not certain as full funding has not been secured.

Table 4.12-1. Existing Fire Protection Facilities in the Vicinity

Station Name and Location	Personnel	Equipment	Average Fire Emergency Response Time†	Average Medical Emergency Response Time†	Response Time to the Project Site	Distance from the Project Site
Santa Maria Fire Department						
Fire Station 2 416 West Carmen Lane	3 firefighters	Engine 2 Reserve Engine 102 USAR 2	4 minutes, 51 seconds	5 minutes	6.79 minutes	3.5 miles northwest
Fire Station 4 2637 South College Drive	3 firefighters	Engine 4 Engine 104	6 minutes, 31 seconds	4 minutes, 36 seconds	6.41 minutes	3 miles northeast
Fire Station 6 3339 Terminal Drive	1 firefighter	ARFF 6 ARFF 106	N/A (serves Santa Maria Airport only)			1.7 miles north
Santa Barbara County Fire Department						
Fire Station 21 335 Union Avenue	1 captain 1 engineer 1 firefighter/ paramedic 1 firefighter	Engine 21 Engine 321 Utility 21	7 minutes, 59 seconds†		2.81 minutes	1.7 miles southwest
Fire Station 26 1600 Tiffany Park Court	1 captain 1 engineer 1 firefighter/ paramedic 1 firefighter	Engine 26 Engine 326 WT 26 Utility 26	6 minutes, 34 seconds†		4.48 minutes	3 miles southeast

Sources: Citygate Associates, LLC (2020); Emergency Services Consulting International (2021); SMFD (2021, 2022); Tuggle (2022).

Engine = Primary response unit from each station for most types of service requests, equipped with a pump and ability to carry water.

Reserve Engine = Additional engine used for back-up support.

USAR = A multipurpose vehicle that primarily provides support services at emergency scenes.

ARFF = Aircraft Rescue Fire Fighting

WT = Water Tender (1500 gallons)

Utility = 4-wheel drive crew-cab pickup truck

Equipment Notes: Engines 321 and 326 are 4-wheel drive wildland engines. All SBCFD Fire engines are paramedic assessment.

[†] Average response times are station-wide averages and do not specifically reflect an expected response time to the Richards Ranch project site.

[‡] SBCFD average response times represent both fire emergency and medical emergency calls.

With mutual aid, this proposed new Fire Station 25 would likely be the first station responder to the project site in the future. While of note, the potential future fire station is not yet an approved project and is not considered in the baseline assessment conditions for this analysis.

According to the City of Santa Maria's (City's) *General Plan Resources Management Element* (RME), the SMFD has a standard of providing one full-time fire employee per 1,820 persons (City of Santa Maria 1996). As of 2021, Santa Maria's population was 107,445 residents. To meet the departmental standard, the SMFD would need to provide 59 full-time fire personnel. According to the SMFD's Community Risk Assessment: Standards of Cover (SMFD SOC), there are 71 full-time SMFD personnel in the city, with a minimum of 20 personnel on duty at any given time, including the Aircraft Rescue Fire Fighting (ARFF) Specialist and a Battalion Chief (Emergency Services Consulting International 2021). Of those 71 personnel, 64 members are dedicated to emergency response, 5 are dedicated to prevention positions which handle investigations, and 2 provide administrative support (Tuggle 2022). Therefore, the SMFD currently exceeds the standard of 1 full-time fire employee per 1,820 persons.

FIRE PROTECTION RESPONSE TIMES

Emergency calls to the SMFD typically include fire, emergency medical services (EMS), traffic collisions, and hazardous conditions. The City's RME identifies a standard response time of 5 minutes or less to all areas of the city (City of Santa Maria 1996). The SMFD SOC further refines these performance goals as a continuum consisting of several steps, beginning with the initiation of the incident and concluding with the full effective response of the incident (i.e., call processing time, turnout time, initial arriving unit travel time, full effective response force travel time). The time required for each of the components varies.

Travel time is typically the longest of the response phases. The distance between the fire station and the location of the emergency influences travel time the most. In accordance with the International Organization for Standardization (ISO) through their Public Protection Classification program, 1.5 miles typically is equal to a 4-minute travel distance for emergency response. This standard is used by municipalities and fire departments to help determine the best physical locations for fire stations within their service boundaries and corresponds to the City's performance goal of 4 minutes 90% of the time for first unit travel time (time from initiation of response until arrival of the first unit at the incident).

The SMFD SOC sets a performance goal of 4 minutes 90% of the time for first unit travel time (time from initiation of response until arrival of the first unit at the incident); 5 minutes 20 seconds, 90% of the time for first unit response time (time from dispatch until arrival of the first unit at the incident); and a goal of 9 minutes 20 seconds, 90% of the time full effective response force travel time (time from dispatch until all units initially dispatched arrive at the incident) (Emergency Services Consulting International 2021). According to their 2021 Annual Report, the SMFD responded to a total of 10,868 calls for emergency response within their service boundaries and had an average emergency response time of 4 minutes 31 seconds with 93.3% of emergency response times being under 6 minutes (SMFD 2021).

As described in the Operational Enhancements Report prepared for the SBCFD, the County's General Plan Safety Element was focused on wildfire prevention and does not contain response time goals or risk-specific response performance times like those recommended by the City's General Plan and established in the SMFD SOC (Citygate Associates, LLC 2020). The Operational Enhancements Report includes SBCFD's Standards of Cover assessment (SBCFD SOC) and recommends a performance goal of 7 minutes 30 seconds, which allows for 1 minute 30 seconds for call processing/dispatch, 2 minutes for crew turnout, and 4 minutes for travel time (Citygate Associates, LLC 2020).

As shown in Table 4.12-1, the average response times for SMFD Fire Station 4 is 6 minutes 31 seconds for fire protection services and 4 minutes 36 seconds for emergency medical services. These average response times reflect the averages tied to all calls responded to by each station rather than tied to a specific location in the city. SMFD Fire Station 2 averages 4 minutes 51 seconds for fire protection services and 5 minutes for emergency medical services. However, based on station location and road conditions, emergency response time to the project site would be approximately 5 to 10 minutes from SMFD Fire Station 4 and approximately 7 to 9 minutes from SMFD Fire Station 2. In addition, although not currently used for non-airport emergencies, the SMFD has considered assigning additional fire department personnel and equipment to the Santa Maria Airport station (Fire Station 6); while this is not yet in place, if the City were to allocate additional personnel and equipment to Fire Station 6, it could provide enhanced services to the Orcutt area, including the project site.

The two nearby SBCFD stations, Fire Stations 21 and 26, have average response times of 7 minutes 59 seconds and 6 minutes 34 seconds, respectively (Citygate Associates, LLC 2020). While the average response times for both SBCFD stations exceed the overall response time goals in the SMFD SOC, the

response time are close to or within the prescribed performance goals identified in the SBCFD SOC. Additionally, SBCFD Fire Station 21 is located 1.7 miles southwest of the project site and is within the 4-minute travel time response for first unit. Fire protection services to the project site from SBCFD fire stations would require the SMFD to enact their mutual aid agreement with the SBCFD.

In addition, the creation of a regional dispatch center is anticipated in early 2024, where all emergency calls would be routed through one center and eliminate the need for dispatch center-to-dispatch center calls, potentially reducing the time taken to respond to a call as well as reducing duplicate services being sent out to the same incident. This approach is commonly known as “borderless dispatching” or “regionalization.” While of note, the potential future regional dispatch center is not an approved project and is not considered as an existing fire protection resource for the purposes of this EIR.

4.12.1.2 Police Protection

The Santa Maria Police Department (SMPD) provides police protection services to the city of Santa Maria. The SMPD operates out of a single building located at 1111 Betteravia Road in the east-central portion of the city. This building also provides the housing of the safety dispatch center, which receives all emergency 9-1-1 calls for services. Patrol officers provide service to the City of Santa Maria and the city is separated into three Beats. Beat 1 covers everything from the northern city limit south to Fesler Street; Beat 2 encompasses everything from Fesler Street south to Stowell Road; and Beat 3 includes the southernmost part of the city from Stowell Road to the southern city limit. The project site is located just outside of the boundaries of Beat 3; if the Richards Ranch site were to be successfully annexed to the City of Santa Maria, it is expected that the site would be located within Beat 3.

In 2021, a total of 204,181 telephone calls were received (average of 559 calls per day), and 90,643 calls for service were responded to (average of 248 calls per day) (SMPD 2022). The SMPD consists of 129 sworn police officers and 51 full-time support personnel. According to the City’s RME, the SMPD has a staffing objective of 1.3 sworn police officers per 1,000 residents (City of Santa Maria 1996). As of 2021, the population of Santa Maria was 107,445 residents. To meet the departmental standard, the SMPD would need to provide 140 full-time police personnel. The SMPD currently consists of 129 sworn police officers and has a service ratio of 1.2 sworn police officers per every 1,000 residents, which is slightly lower than the staffing objective outlined in the RME.

The Santa Barbara County Sheriff’s Office also provides police protection in the unincorporated portions of the county, and specifically to the Orcutt community. The Sheriff’s Santa Maria Station is located approximately 1 mile east of the project site at 812-A West Foster Road. The Santa Maria Station covers approximately 800 square miles of unincorporated area surrounding the city of Santa Maria, and includes the communities of Orcutt, Gary, Sisquoc, Casmalia, Tepesquet, Tanglewood, and Los Alamos. The Santa Maria Station responds to more than 15,000 calls for service from the public (Santa Barbara County Sheriff’s Office 2022).

The California Highway Patrol (CHP) provides patrol services within the community of Orcutt, including the project site, and has a Santa Maria Area Office located at 1710 North Carlotti Drive, approximately 8 miles north of the project site. The CHP enforces the Vehicle Code and investigates accidents. The Santa Maria Area Office is led by a lieutenant commander, and consists of 24 patrol officers, three field support officers, and three patrol sergeants (CHP 2022).

4.12.1.3 Public Schools

Three school districts serve the City of Santa Maria and its Sphere of Influence—the Santa Maria-Bonita School District, the Orcutt Union School District (OUSD), and the Santa Maria Joint Union High School District (SMJUHSD). In addition, the Allan Hancock College provides community college opportunities in the area (City of Santa Maria 1996).

The project site is located within the boundaries of the OUSD (serving grades K–8), and the SMJUHSD (serving grades 9–12). The OUSD consists of 12 schools, including one early learning center, six elementary schools, two junior high schools, two charter schools, and one independent study program. There is an estimated enrollment of 4,133 students within OUSD (Orcutt Union School District 2022a). The SMJUHSD consists of four high schools and the Mark Richardson Career Technical Education Center and Agricultural Farm, with an estimated enrollment of 9,257 students (SMJUHSD 2022a).

The schools that would serve the project site include Patterson Road Elementary School, Orcutt Junior High School, and Ernest Righetti High School. Table 4.12-2 provides school enrollment and capacity details for these schools.

Table 4.12-2. School Enrollment and Capacity

District	School	Grade	Enrollment (2021–2022 school year)	Maximum Capacity*	Percent Capacity
Orcutt Union School District	Patterson Road Elementary	K-6	565	700	81%
	Orcutt Junior High	7-8	485	650	75%
Santa Maria Joint Union High School District	Ernest Righetti High School	9-12	2,467	1,700	145%

Sources: Ernest Righetti High School (2021); Orcutt Junior High School (2021); OUSD (2022b); Patterson Road Elementary (2021); SMJUHSD (2022b).

* Maximum capacities change based on State laws and would likely fluctuate.

4.12.1.4 Parks and Recreation

The City provides public park and recreation facilities for residents. Collectively, recreational amenities provided by the City’s parks include an amphitheater, sports courts/fields, a community garden, recreation centers, picnic areas, playgrounds, and a skatepark (City of Santa Maria 2019). The City also operates the Abel Maldonado Community Youth Center, the Hagerman Softball Complex, Paul Nelson Aquatics Center, Elwin Mussell Senior Center, Veterans’ Memorial Center, the 1,778-acre Los Flores Ranch Park property, and other community centers. The Los Flores Ranch Park property is approximately 8 miles southeast of the project site; it is not located within the city boundaries but is owned and operated by the City. In addition, the City participates in joint use agreements that facilitate the use of recreation facilities at 11 school campuses. Table 4.12-3 identifies existing open space and parks facilities provided by the City.

Table 4.12-3. Existing City of Santa Maria Open Space and Park Facilities

Park Name	Total Park Acreage	Net Park Acreage*	Distance to the Project Site
Natural Open Space Park			
Los Flores Ranch Park [†]	1,778.0	1,778.0	7.6 miles southeast
Community Parks			
Adam Park	26.7	25.4	3.55 miles north
Hagerman Sports Complex	21.4	21.4	1.5 miles northwest
Jim May Park	20.4	11.9	6.5 miles northeast
Pioneer Park	37.5	32.8	0.75 mile west
Preisker Park	39.3	39.3	7 miles north
Rotary Centennial Park	13.5	13.5	2 miles northeast
Simas Park	14.0	11.1	4.5 miles north
<i>Subtotal</i>	<i>172.8 acres</i>	<i>155.4 acres</i>	
Neighborhood Parks			
Alice Trefts Park	5.1	1.5	4.2 miles northeast
Armstrong Park	3.0	3.0	5 miles northeast
Atkinson Park	6.2	5.2	5.6 miles northwest
Buena Vista Park	4.0	4.0	4.3 miles north
Crossroads Soccer Field	9.0	7.0	2.6 miles northeast
Fletcher Park	2.8	2.8	2.7 miles northeast
Grogan Park	5.8	5.8	6.7 miles northwest
Joe White Park	2.3	2.3	4.6 miles northeast
Maramonte Park	8.9	8.7	1.7 miles northeast
Marilyn Stanley Park	2.0	2.0	2.3 miles northwest
North Preisker Ranch Park	3.0	3.0	7.2 miles northwest
Oakley Park	6.3	6.3	5.8 miles northwest
Rice Park	2.5	2.5	5.8 miles northeast
Rodenberger Park	5.1	5.1	1.8 miles northeast
Rosalind Perlman Park	2.9	2.9	5 miles north
Russell Park	1.4	1.4	5 miles northwest
Sierra Vista Park	6.5	5.9	5.7 miles northeast
Tunnell Park	6.4	6.4	5.8 miles northwest
Veterans' Memorial Park	4.4	2.3	5.3 miles northwest
Westgate Park	2.3	2.3	3.1 miles northwest
<i>Subtotal</i>	<i>89.9 acres</i>	<i>80.4 acres</i>	
Total	262.7 acres	235.8 acres	

Source: City of Santa Maria (2019).

* Developed areas, such as community center buildings, and undevelopable areas, such as water bodies and steep slopes, do not contribute useable park area and were subtracted from the park area to derive net park acreage.

[†] Acreage for Los Flores Ranch Park is not included in total park acreage for the calculation of City objectives for parkland.

As summarized in Table 4.12-3, the City provides 235.8 net acres and 262.7 total acres of parkland. Although not shown in Table 4.12-3, the City's Recreation and Parks Leisure Needs Assessment and Action Plan (Leisure Needs Assessment) also includes 35.2 acres of Waller Park—located approximately 1 mile northwest of the project site and operated by the County of Santa Barbara—in its existing parks inventory based on the number of city residents that use the County-operated facility (City of Santa Maria 2019). With the inclusion of 35.2 acres of Waller Park, the City provides a total of 271 acres of parkland.

According to the City's RME, the City's objective for provision of parkland is 3 to 5 acres for every 1,000 residents (City of Santa Maria 1996). With the portion of Waller Park, the City currently provides a total of 271 acres of developed parkland, resulting in approximately 2.5 acres of parkland per every 1,000 residents.

In addition to City-owned and -operated facilities, the County of Santa Barbara Parks and Recreation also operates and maintains 10 day-use parks and eight open space areas in the North County portion of Santa Barbara County. Since several of these facilities are located within proximity to the project site, it is reasonable to assume that future development of the project site may result in use of some of these nearby facilities. Table 4.12-4 identifies existing open space and parks facilities provided by the County within 5 miles of the project site.

Table 4.12-4. Existing County of Santa Barbara Park Facilities within 5 Miles of the Project Site

Park Name	Total Acreage	Distance to Project Site
Waller Park	140.6	2.0 miles north
Orcutt Community Park	26.0	3.0 miles southeast
Cobblestone	2.0	3.5 miles southeast
Domino	1.10	2.5 miles south
Lee West	1.70	1.3 miles southeast
Orcutt Hills	306.0	2.4 miles southeast
Rice Ranch	326.0	2.2 miles south
Stonebrook	2.94	1.0 mile southwest

Source: County of Santa Barbara (2022).

4.12.1.5 Libraries

Public library services are provided to residents of Santa Maria and surrounding areas by the Santa Maria Public Library System. The Santa Maria Public Library System provides library services to approximately 155,338 people in northern Santa Barbara County and consists of five branches: the Santa Maria Public Library, the Orcutt Branch, the Los Alamos Branch, the Guadalupe Branch, and the Cuyama Branch (City of Santa Maria 2022). Given the location of the project site, this discussion includes the Santa Maria Public Library (Main Branch) and the Orcutt Branch. The Santa Maria Public Library is the main branch of the library system and is located at 421 South McClelland Street, approximately 4.6 miles north of the project site. The Orcutt Branch, located at 175 South Broadway, is approximately 1.5 miles southwest of the project site.

According to the City's RME, the City uses the planning ratio of 0.5 square feet of library space per capita to determine the adequacy of the public library. As described in the History of the Santa Maria Public Library, the main library totals 59,850 square feet (City of Santa Maria 2009).

4.12.2 Regulatory Setting

4.12.2.1 Federal

CODE OF FEDERAL REGULATIONS

Under 29 Code of Federal Regulations (CFR) 1910.38, an employer is required to have an Emergency Action Plan that is accessible to employees within a workplace. Such plans shall include information regarding emergency reporting, evacuation and exit routes, roles and responsibilities in the event of an emergency, accounting for employees following an emergency evacuation, and the need for performing rescue or medical duties.

NATIONAL FIRE PROTECTION ASSOCIATION 1710

Key minimum requirements for emergency services, including staffing, response levels, and response times, are identified in National Fire Protection Association Standard NFPA 1710. NFPA 1710 requirements intend to provide effective, efficient, and safe protective services to help prevent fires, reduce risk to lives and property, deal with incidents that occur, and help prepare for anticipated incidents.

4.12.2.2 State

LEROY F. GREENE SCHOOL FACILITIES ACT OF 1998

The Leroy F. Greene School Facilities Act of 1998 (Assembly Bill [AB] 331) authorizes a state bond to provide funds for school facilities within the state in order to modernize facilities, develop new facilities, employ additional staff members, and provide hardship funding. The State provides local school districts with financial support for new school construction and modernization projects through the School Facility Program. Under this program, new school construction projects are funded on a 50/50 state and local matching basis. In order for the State to provide these funds, the State requires payment of school fees on all new development types (California Education Code Section 17620), typically payable at the time of building permits.

CALIFORNIA EDUCATION CODE

California Education Code Section 17620 coincides with the Leroy F. Green School Facilities Act of 1998 and authorizes the governing board of any school district to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the school district, for the purpose of funding the construction or reconstruction of school facilities.

California Education Code Sections 41376 and 41378 identify the maximum class sizes and penalties for school districts with any classes that exceed the following established limits:

- Kindergarten: the average class size shall not exceed 31 students; no class larger than 33 students
- First through Third Grades: the average class size shall not exceed 30 students; no class larger than 32 students
- Fourth through Eighth Grades: in the current fiscal year (2018), the average number of students per teacher shall not exceed 29.9 (the statewide average number of students per teacher in 1964) or district's average number of students per teacher in 1964.

THE QUIMBY ACT

The Quimby Act (AB 1191) authorizes the legislative body of a county or city to require the dedication of land or to impose fees for park and recreational purposes as a condition of the approval of a tentative or parcel subdivision map if specified requirements are met. Existing laws require fees collected to be committed within 5 years after the payment of fees or issuance of building permits on half of the lots created by the subdivision, whichever occurs later. Existing law also requires fees not committed to be distributed and paid to the then record owners of the subdivision, as specified. The Quimby Act allows fees to be collected for up to 5 acres of parkland per 1,000 residents to serve the needs of residents of the county.

CALIFORNIA GOVERNMENT CODE 66000

California Government Code Section 66000 allows fees to be enacted and imposed on development projects and provides local agencies with guidelines regarding imposition and enforcement of fees.

CALIFORNIA FIRE CODE

The California Fire Code (CFC) prescribes performance characteristics and materials to be used to achieve acceptable levels of fire protection. The CFC establishes the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations.

The CFC establishes regulations affecting or relating to buildings, structures, processes, and premises and a reasonable degree of life and property safeguards regarding:

- The hazard of fire and explosion arising from the storage, handling or use of structures, materials, or devices.
- Conditions hazardous to life, property, or public welfare in the use or occupancy of buildings, structures, or premises.
- Fire hazards in the buildings, structures, or on premises from use of, occupancy of, or operation.
- Matters related to the construction, extension, repair, alteration, or removal of fire suppression or alarm systems.
- Conditions affecting the safety of firefighters and emergency responders during emergency operations.

Development of structures within the project site would be required to adhere to the CFC, as adopted and amended by the City as stated in Section 9-28.010 of the City's Municipal Code.

4.12.2.3 Local

CALIFORNIA GOVERNMENT CODE 65995

At the local level, California Government Code 65995 et seq. authorizes school districts to collect development impact fees to help offset the cost of new school facilities needed to serve new development. The fees are levied on a per-square-foot basis of new construction and must be supported by a Fee Justification Study that establishes the connection between the development coming into the district and the assessment of fees to pay for the cost of the facilities needed to house future students.

The following three levels of impact fees may be levied:

- Level I is assessed if a Fee Justification Study documents the need for new school facilities and associated costs.
- Level II is assessed if a district makes a timely application to the State Allocation Board for new construction funding, conducts a School Facility Needs Analysis pursuant to California Government Code Section 65995.6, and satisfies at least two of the four requirements listed in California Government Code Section 65995.5(b)(3) which relate to the characteristics of current enrollment and district efforts to fund school facility construction.
- Level III is assessed if the State bond funds are exhausted, and the district may impose a developer's fee up to 100% of the School Facility Program new construction project cost.

In addition, California Government Code 65995(h) specifically states that the payment of required fees for schools “. . . is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.”

CITY OF SANTA MARIA GENERAL PLAN RESOURCES MANAGEMENT ELEMENT

The City of Santa Maria General Plan RME, adopted in 1996 and amended in 2001, serves as a long-range planning document that provides goals, policies, objectives, and programs to address the conservation and preservation of natural resources, public facilities and services, and park and recreation facilities to provide for existing and future populations. The following policies and objectives would be applicable to the proposed project:

Public Safety Facilities and Services

Goal 10. Public Safety Facilities and Services. Provide comprehensive public safety and public services.

Policy 10.1.a(1). Provide police and fire protection, library resources, solid waste disposal, and other municipal services which meet or exceed the existing and future needs of the residents in the service area.

Objective 10.1.a(1) – Police. Provide sufficient law enforcement facilities and services to maintain a high level of service to keep pace with the needs of the City's growing population. Maintain a city police force with a ratio of 1.3 sworn officer for each 1,000 residents.

Objective 10.1.a(3) – Police. Improve public safety through the location of police facilities, support of crime prevention and increased community awareness.

Objective 10.1.b – Fire. Provide sufficient fire protection services to maintain a high level of service, and to keep pace with the needs of the City. Achieve and maintain a five-minute response capability to all areas within the City Limits.

Objective 10.1.c – Library Services. Maintain centralized library facilities and ensure expansion of library facilities to keep pace with the growing population at a ratio of 0.5 square feet of library space per capita and 1.5 to 2 books per capita.

Public Schools

Goal 12. Health and Education. Plan for adequate land area for health care and education facilities to service the existing and projected population.

Policy 12.1. Support health care providers and the school districts in their efforts to provide health and education services to the community.

Objective 12.1.a – Coordination with Local School Districts. Coordinate planning for school sites with the School Districts and developers to accommodate the existing and projected student population based on the planned growth of the Land Use Element.

Parkland Provision

Subdivision Ordinance Standard. The level of service standard, or Subdivision Ordinance standard, requires 3 to 5 acres of parkland per 1,000 residents.

Goal 8. Recreation. Maintain a high quality and comprehensive recreational system for the residents of Santa Maria.

Policy 8.1. Provide a comprehensive public and private recreation system with diverse recreational opportunities for all residents.

Objective 8.1a. Diverse Recreational Activities. Provide and maintain, in conjunction with school districts, civic organizations, and other private entities, diverse and organized recreational activities that benefit all residents in the community.

Objective 8.1b. Recreational Facility Demands. Provide a balanced recreational facility system that meets recreation demands associated with the projected population in the Land Use Element.

Objective 8.1.c. Recreational Facilities Standards. Adopt the recreational facilities and development standards outlined in the Resources Management Element and the Background Information Report.

Goal 9. Parks and Facilities. Provide and maintain a balanced park system meeting the needs of the residents of Santa Maria as the community continues to grow.

Policy 9. Provide and maintain a balanced system of parks and recreation facilities that are distributed throughout the City which are accessible to all residents.

Objective 9.1.a(1). Adequate Park Facilities. Maintain a high quality, diverse park system which enhances and builds on the variety of community values and provide adequate park acreage and recreation facilities to serve the needs of present and future residents.

Objective 9.1.b. Balanced Distribution of Parks. Develop new public parks and facilities in all sectors of the City.

Objective 9.1.h. Nuisance Mitigation Construct. Locate park facilities in a manner that mitigates user annoyances to surrounding residential areas and are readily accessible to the general public.

Objective 9.1.i. Natural Preservation Areas. Provide natural preservation areas which can be used for environmental education, development of nature appreciation, and the demonstration of water conserving landscape.

CITY OF SANTA MARIA GENERAL PLAN SAFETY ELEMENT

The *City of Santa Maria General Plan Safety Element*, adopted in 1995, serves as a long-range planning document that provides goals, policies, objectives, and programs to address safety hazards associated with Geology, Wildland/Urban Fires, Flooding and Emergency Services.

Goal 3. Wildland and Urban Fires. Provide the public with maximum protection from wildland and urban fire hazards.

Policy 3. Discourage construction of habitable structures in areas susceptible to wildland fires and assure the availability of adequate firefighting capabilities.

Objective 3.1.a - Fire Suppression. Achieve a 5-minute response capability to all areas within the city limits and maintain adequate water storage standards for fire flow pressure requirements.

Objective 3.1.b - Weed Abatement Program. Continue the weed abatement program to minimize the amount of ignitable material within the city limits and support the efforts of the County of Santa Barbara to enforce a similar program outside of the city limits.

Objective 3.1.c - Inspection Program. Maintain a fire inspection program to identify fire hazards in wildland areas and within and around buildings in urban areas.

Objective 3.1.d - Uniform Fire Code. Enforce the Uniform Fire Code as it relates to fire hazards, including hazardous activities involving fires, oil wells and oil pipelines, and the storage of explosive materials.

Objective 3.1.e - Wildland Fires. Ensure that habitable structures are not constructed in areas susceptible to wildland fire hazards.

Objective 3.1.f - Mutual Aid. Continue to assist and be assisted by other jurisdictions and the State of California in the event of a major fire through participation in the California Master Mutual Aid Agreement.

As of January 1, 2022, AB 747 and AB 1409 (through California Government Code 65302.15) require jurisdictions to identify evacuation routes and their capacity, safety, and viability under various emergency scenarios, as well as identify evacuation locations in the jurisdiction's Safety Element. The City will be addressing this requirement through the current General Plan Update process, which includes updates to the City's Safety Element. Currently, the City does not have evacuation routes identified near the project site.

CITY OF SANTA MARIA MUNICIPAL CODE: FIRE PREVENTION CODE

The City's Municipal Code Section 9-28.010 adopts by reference, subject to the additions, deletions, and amendments, the CFC 2019 Edition as published and adopted by the State of California, and subsequent editions. Section 9-28.010 provides amended guidelines for development, fire service features, and fire protection systems.

COOPERATIVE DISPATCH AGREEMENT

The Cooperative Dispatch Agreement between the SMFD and SBCFD allows the agencies to receive mutual aid including dispatch services, and to share the benefits of regionalized and consolidated fire department and ambulance dispatch operations including nearest resource dispatching, regional system status management, common communications, common operating plans, cost savings, and other efficiencies. The agencies enact this mutual aid agreement to provide fire protection services across each department's jurisdictional service boundaries.

CITY OF SANTA MARIA GROWTH MITIGATION FEE PROGRAM

The City of Santa Maria's Municipal Code Section 8-15 implements the Growth Mitigation Fee Program. The intent of the unified growth mitigation fee program to fund the acquisition, design, and construction of certain public facilities and related equipment necessary to serve new development within the City.

Growth mitigation fees may be charged to new developments to pay for a particular project's portion of the cost of providing sufficient infrastructure and facilities for public services such as fire and police protection. Specific growth mitigation fees imposed by Municipal Code Section 8-15 reflect a development's proportionate share of the cost of providing improvements necessary to meet demands created by such development at established City service-level standards. As such, growth mitigation fees are additional and supplemental to, and not in substitution of, either on-site improvement requirements or off-site improvement requirements imposed by the City pursuant to zoning, subdivision, or other ordinances and regulations.

CITY OF SANTA MARIA MEASURE U

Measure U is a local transaction and use tax within the city of Santa Maria. City voters initially approved Measure U in the June 2012 election (63.95% support), enacting a 0.25-cent general transactions and use tax. More recently, City voters in the November 2018 election (with a 74.18% majority) extended and enhanced Measure U at the 1-cent rate, to support essential City services. The tax is imposed upon all retailers within the incorporated city limits. The tax applies to gross receipts from any retailers from the sale of tangible property sold at retail within the city. The tax also is paid by all visitors who make purchases on taxable goods.

SANTA MARIA RECREATION AND PARKS LEISURE NEEDS ASSESSMENT AND ACTION PLAN

The City of Santa Maria completed an update to the Recreation and Parks Leisure Needs Assessment in 2019. The assessment summarizes exiting conditions related to parks and recreation facilities and provides a summary of the key issues, recommendations, and an implementation plan to address unmet needs in the City's recreation and parks system.

4.12.3 Thresholds of Significance

The following thresholds of significance for the environmental effects related to public services and recreation are based on Appendix G of the State CEQA Guidelines. An impact is considered significant if the project would:

- 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:
 - Fire protection
 - Police protection
 - Schools
 - Parks
 - Other public facilities.

The project would be considered to have a significant effect on recreation if the effects exceed the significance criteria described below:

- a. 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.

- b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Each of these thresholds is discussed under Section 4.12.5, Impacts and Mitigation Measures, below.

4.12.4 Impact Assessment Methodology

The following impact assessment evaluates the potential for the proposed project to result in the need for new or physically altered public service facilities. Existing conditions and potential impacts were identified using City documents, including the City's General Plan RME, and correspondence with the Santa Maria Fire Department, the Santa Barbara County Fire Department, the Santa Maria Police Department, the Santa Barbara County Sheriff's Office, Orcutt Union School District, and Santa Maria Joint Union High School District. The project would have a significant environmental impact if it were to directly result in the need for new or expanded public service facilities. The project's potential to result in the need for new or physically altered public service facilities was evaluated by determining if growth associated with the project would exceed service goals established by the City and applicable agencies.

4.12.5 Project-Specific Impacts and Mitigation Measures

Would the project 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 listed below?

FIRE PROTECTION

The SMFD's service area includes all areas within the city limit. SMFD responds to emergency services calls via their dispatch center and determines which unit(s) to send out depending on the location of the incident and daily conditions. Given the geographic location of fire stations through the city and community of Orcutt, SMFD and SBCFD rely on their mutual aid agreements to provide fire protection services across each organization's jurisdictional boundaries when needed (i.e., if there is a unit out of position or a less favorable response time, the agencies would do a dispatch center-to-dispatch center call, enact mutual aid, and the closest unit would respond to the call regardless of agency). This reciprocal arrangement that allows for provision of adequate fire protection services and emergency response times within the region. Service to the project site is dependent on the mutual aid agreement between SMFD and SBCFD. The agencies' commitment to the mutual aid agreement is documented in the Cooperative Dispatch Agreement between the Santa Barbara County Fire Protection District and the City of Santa Maria as well as through the City's California Master Mutual Aid Agreement outlined in the General Plan's Safety Element.

Average response times from SMFD Stations 2 and 4 to the project site would exceed the performance goal response time due to station location and distance from the site. However, SBCFD Station 21 is located 1.7 miles southwest of the project site and is within the 4-minute travel time response for first unit (Emergency Services Consulting International 2021). Discussions with both SMFD and SBCFD confirmed that between the two departments and through mutual aid, there are adequate facility locations to serve the project site (SMFD 2022); however, response times to the project site are less than ideal under current conditions from the SMFD location. This is largely because the closest SMFD station, the Santa Maria Airport Fire Station 6, has very limited equipment and staffing and cannot serve emergencies

outside of the airport property. Because of this current condition, under mutual aid agreements, the SBCFD Station 21 would be the most likely first responder in most emergency situations at the project site.

Based on initial discussions with the SMFD, the City has been considering the potential of fully staffing Fire Station 6 with a full fire company to provide better service to the project site and the rest of the Orcutt area. In this scenario, the SMFD would be more apt to pick up most of the emergency calls and be the first responder to the project site. The City and SMFD have not determined with certainty if this solution would be implemented; the finalization of plans for fire protection services would be determined through the annexation and development review process.

Of note, future SBCFD Fire Station 25 is anticipated to be developed approximately 0.5 mile from the project site and would likely be the first response to fire protection service calls once it is established. However this facility has not yet been approved, and therefore cannot be considered as an established or expected facility for this analysis. At the time a new fire station facility is proposed in the unincorporated area of Orcutt, the proposed facility would be subject to County review, including CEQA environmental analysis for any discretionary approvals. Environmental analysis would identify mitigation measures required to avoid, minimize, or reduce any identified environmental effects. The types of impacts that could be identified include effects related to encountering hazardous materials, cultural resources, or biological resources on the site during project construction. During operation of the fire station facility, potential environmental effects could include changing traffic pattern and intermittent noise from emergency sirens. A project-level analysis of the planned fire station facility would be speculative at this time due to uncertainty regarding project timing, design, and final precise location.

Implementation of the project would allow for the construction of up to 495 multi-family units and 106,800 square feet of commercial retail uses, resulting in an estimated increase of 1,846 new residents as well as employees and patrons of new commercial-retail development. This would result in an increase in demand for existing fire protection services at the project site at an estimated 180 to 200 calls per year (SMFD 2022). However, given that SMFD currently employs 71 full-time fire employees, well above their standard of providing one full-time fire employee per 1,820 persons, the increase in population would not result in the need for additional fire personnel and would not significantly impact SMFD's firefighter-to-population ratio. The project would also comply with City fire code requirements set forth in Municipal Code Section 9-28.010 and be developed to ensure proper emergency access. Also, the project would provide fire hydrants and supporting water infrastructure in accordance with City Fire Marshal requirements. Development of the proposed project would be required to comply with all applicable CFC and City standards for construction, access, egress, water mains, fire flow, and fire hydrants. Additionally, pursuant to Section 8-15 of the City's Municipal Code, the project would be required to pay growth mitigation fees to fund the acquisition, design, and construction of public facilities and related equipment to serve new development within the city of Santa Maria. The project would adhere to all development requirements set forth in the City's Municipal Code Section 9-28.010 and the developer would be required to pay growth mitigation fees as set forth in Municipal Code Section 8-15.

Implementation of the project would result in the annexation of the project site into the City of Santa Maria, including changing the service area boundary so that the site would be within the jurisdictional boundary of SMFD rather than SBCFD. As well, as part of the annexation process, the City would need to develop a Resolution of Application to Initiate Annexation, including Adoption of a Plan for Services. The Plan for Services would identify how the City and SMFD would serve the project site using available facilities. If the Santa Barbara County Local Agency Formation Commission provides approval of the annexation, the County and City would move to a negotiation process to identify a fair and appropriate Property Tax Sharing Agreement. It is through this process that consideration for the sharing of property tax revenues from the proposed project to support City and County services, including fire protection services, would be determined.

As noted above, there are adequate facility locations to serve the project site (SMFD 2022); however, response times to the project site from the SMFD location are less than ideal under current conditions. Because of this current condition, under mutual aid agreements, the SBCFD Fire Station 21 would be the most likely first responder in most emergency situations at the project site. The SMFD will be considering staffing a full company at Fire Station 6 to provide better service to the project site and the rest of the Orcutt area. Under either scenario, the project would not require the provision of new or physically altered fire facilities. For this reason, there would be no environmental impacts associated with the provision of fire protection facilities to serve the project site and environmental impacts would be considered *less than significant*.

PS Impact 1
The project would not require the provision of new or physically altered fire protection facilities; therefore, there would be no environmental impacts associated with the provision of fire protection facilities to serve the project site and environmental impacts would be considered less than significant.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>No new or physically altered fire protection facilities would be required so there would be no associated environmental impacts.</i>

POLICE PROTECTION

The project would result in an estimated increase of 1,846 new residents as well as employees and patrons of new commercial-retail development. This increase in population at the project site would increase the demand on existing police services. As previously described, the SMPD is not currently meeting the City's RME objective of 1.3 sworn police officers per 1,000 residents. The proposed project would create an additional demand on police services by increasing population and facilities within the city limits. However, the SMPD has determined that they have adequate facilities and personnel to serve the project as proposed (Silva 2022). While the City is striving to reach the RME objective, police patrols and response times are well within an adequate service level and the SMPD can provide police service to the project as proposed (Silva 2022). As well, the City's Capital Projects budget includes funds budgeted for additional fleet expansion as well as technician vehicles (City of Santa Maria 2020). In addition, the project site would also be provided police protection as needed by the County of Santa Barbara Sheriff's Office through similar mutual aid agreements as discussed for fire protection services. The CHP also provides patrol along SR 135 as part of the Santa Maria patrol area and has reciprocal agreements with SMPD and SBCPD to provide mutual assistance in emergency situations.

The project would not trigger the need for new or expanded police facilities. In addition, the project would allow for up to 106,800 square feet of commercial retail space, which would generate local transactions and use tax through the City's approved Measure U, directly supporting the City's police protection services. Given the project would not specifically trigger the requirement for new or expanded police facilities and would be subject to pay growth mitigation fees as set forth in Municipal Code Section 8-15, environmental impacts related to the provision of police protection services would be *less than significant*.

PS Impact 2
The project would not require the provision of new or physically altered police protection facilities.
Mitigation Measures
No mitigation is required.
Residual Impacts
No new or physically altered police protection facilities would be required so there would be no associated environmental impacts.

SCHOOLS

The project site would be served by schools within the OUSD and SMJUHSD. Together, these Districts serve over 13,000 students in the community of Orcutt and the immediate surrounding areas. The schools that would serve the project site include Patterson Road Elementary School, Orcutt Junior High School, and Ernest Righetti High School. Based on current enrollment and school capacity data available for the 2021–2022 school year, Patterson Road Elementary School is at 81% capacity, Orcutt Junior High School is at 75% capacity, and Ernest Righetti High School is over capacity at 145%.

Implementation of the project would allow for the construction of up to 495 multi-family units and 106,800 square feet of commercial retail uses, resulting in an estimated increase of 1,846 new residents as well as employees and patrons of new commercial-retail development. Student Generation Rates were provided by both school districts in their respective *Developer Fee Justification Study* reports from March 2022. Table 4.12.5 provides a projected number of new students per year of project buildout, based on student generation rates for each district. It should be noted that both Districts assume the construction of new housing units would be similar to the current housing stock, as indicated by the Census and various planning departments consulted during these studies. Census data indicate that over 77% of total housing units in both districts were single-family units and student generation rates are based on such to determine student yields from the projected developments (OUSD 2022a; SMJUHSD 2022a).

Table 4.12-5. Projected Number of Students Generated by Project Buildout

Anticipated Buildout Year	Total Number of New Residential Units*	Orcutt Union School District Grades TK–6 (0.2336/ new residential unit)	Orcutt Union School District Grades 7–8 (0.0768/ new residential unit)	Santa Maria Joint Union High School District Grades 9–12 (0.20231/new residential unit)	Total Number of New Students per Year of Buildout†
2024	178	42	14	36	92
2025	183	43	14	37	94
2026	134	31	10	27	68
Total	495	116	38	100	254

Source: OCSD (2022a); SMJUHSD (2022a).

* High-Density Residential at 30 dwelling units per acre.

† OUSD and SMJUHSD base student generation rates on Census data that indicate over 77% of total housing units within both District's boundaries are single-family units. Both Districts assume single-family units to determine student yields from the projected developments.

Based on these student generation rates, the project would contribute up to 116 elementary school students, 38 middle school students, and 100 high school students for a total of 254 new students at OUSD and SMJUHSD schools upon project buildout. While the schools serving the project site within the OUSD have remaining capacity at this time, Ernest Righetti High School in the SMJUHSD is currently over capacity (SMJUHSD 2022b). The project would incrementally introduce new students over the 3-year projected buildout resulting in an increased demand on school facilities.

The project would be subject to pay the state-mandated impact mitigation fees, as the amounts are determined by the school districts and the City. These fees would offset the increased demand for school services by providing funding for additional facilities to serve the area. Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998) states that payment of statutory fees “...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.” Therefore, in conjunction with other plans and funding sources used by the school districts, the payment of the state-mandated impact mitigation fees would ensure that the effects of the project on the provision of school services would be less than significant.

PS Impact 3
Implementation of the project would result in an increased demand on existing OUSD and SMJUHSD facilities.
<i>Mitigation Measures</i>
<i>No mitigation is required.</i>
<i>Residual Impacts</i>
<i>With payment of state-mandate taxes for public schools, residual impacts related to the need for new or physically altered public school facilities would be less than significant. Any future projects required for the expansion of existing school facilities or construction of new school facilities would be subject to separate environmental review.</i>

LIBRARY FACILITIES

The nearest libraries to the project site include the Santa Maria Public Library (Main Branch) and the Orcutt Branch, both within the Santa Maria Public Library System. The project’s conceptual development plan would allow for the construction of up to 495 multi-family units and 106,800 square feet of commercial retail uses, resulting in an estimated increase of 1,846 new residents as well as employees and patrons of new commercial-retail development. This population increase would increase the demand on existing library resources; however, the standard planning ratios for library square footage and books per capita set forth in the City’s RME would still be achieved, although at a slightly lower percentage. While there are no plans to expand or create new library facilities according to the City’s Capital Projects Budget for 2020-2022 and planned projects for 2022-2024, the project would be subject to pay the City’s growth mitigation fees as required by Municipal Code Section 8-15 to provide funding for library facilities as needed (City of Santa Maria 2020). The payment of growth mitigation fees would offset the project’s increased demand on library facilities; therefore, potential impacts would be less than significant.

PS Impact 4
The project would not require the provision of new or physically altered public library facilities.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>No new or physically altered library facilities would be required so there would be no associated environmental impacts.</i>

PARKS

Implementation of the project would result in an estimated increase of 1,846 new residents as well as employees and patrons of new commercial-retail development over an anticipated 3-year buildout, introducing a new resident population that would increase the demand on existing park and recreational facilities. The City aims to provide 3 to 5 acres of parkland per every 1,000 residents. Based on the 2020 population of 107,445 residents, the City would need to provide 322.34 to 537.23 acres of parkland to meet the standard level of service. The City currently provides a total of 271 acres of developed parkland, resulting in 2.5 acres of parkland per every 1,000 residents. With the projected increase in population of 1,846 new residents, the level of service would be incrementally reduced to 2.47 acres of parkland per every 1,000 residents. The project would need to provide approximately 1.85 acres of parkland to maintain to the City's current parkland level of service.

As shown in the conceptual development plan (Chapter 2, Figure 2-3), the project would include several internal pocket park areas intended for use by future residents. The conceptual development plan also identifies an approximate 2-acre area to be dedicated to open space/park uses in the southwestern portion of the project site where the southern terminus of Orcutt Road meets SR 135. Given the conceptual nature of the plan, details of the proposed open space/park uses on the project site are unknown; however, it is anticipated that park spaces would be constructed concurrently with the associated residential development. Inclusion of these open space/park areas within the project site would contribute to the parkland that future residents could access.

In addition, the Applicant would be required to pay City parkland development fees (Quimby Act fees) in accordance with the City's Development Impact Fee program (A.B. 1600 Mitigation Fee Program) and the City's Municipal Code Section 19-9.05. Parkland development fees are intended to offset increased usage of existing recreational facilities attributed to the project buildout. Proposed development may be eligible for a fee credit at the City's determination, based on parks provided as part of the project. Additionally, pursuant to Municipal Code Section 8-15, the project would be required to pay growth mitigation fees to fund the acquisition, design, and construction of public facilities and related equipment to serve new development within the city. The parkland development fee is included as part of these growth mitigation fees to finance additional park space, maintenance of equipment in the vicinity, and offset potential impacts on parks and other recreational facilities. With compliance with the Municipal Code Sections 19-9.05 and 8-15, implementation of the project would not facilitate the need for new or physically altered public park facilities and impacts would be *less than significant*.

PS Impact 5
The project would not require the provision of new or physically altered park facilities beyond the 43.75-acre project site that could result in additional environmental impacts.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>No new or physically altered public park facilities would be required beyond the 43.75-acre site so there would be no associated environmental impacts.</i>

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?

As discussed previously, the project would result in a net increase in population of a projected 1,846 new residents at the project site over an anticipated 3-year buildout, incrementally introducing a new residential population that would increase the use of existing neighborhood and regional parks and recreational facilities. As shown in Tables 4.12-3 and 4.12-4, the City provides 27 community and neighborhood parks totaling approximately 236 acres as well as a 1,778-acre regional open space park (Los Flores Ranch Park) within approximately 8 miles of the project site; the County provides over 806 acres of day-use parks, open space, and recreational facilities within 5 miles of the project site. In addition, the project would include several internal park areas intended for use by future residents. Given the amount of nearby park and recreational facilities as well as the inclusion of park areas on-site, future population growth associated with the project would not result in the substantial physical deterioration of existing neighborhood and regional parks or other recreational facilities. Additionally, as a condition of approval, the proposed project would pay the required parkland development fees pursuant to Municipal 19-9.05 and growth mitigation fees pursuant to Municipal Code Section 8-15. Therefore, the project would not result in substantial physical deterioration of existing parks and recreation facilities, and the impact would be *less than significant*.

PS Impact 6
The project would not result in substantial physical deterioration of existing parks and recreation facilities; the impact would be less than significant.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Residual impacts related to increased use of existing neighborhood and regional parks or other recreational facilities would be considered less than significant.</i>

Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The project would include several internal park areas available for the use of future residents. Given the conceptual nature of the project's development plan, specific details about the exact size and types of park and open space features on-site are not known at this time. Park and open space areas within the project site would be considered as part of the overall project development and would not result in physical impacts on the environment outside of those described in this EIR. Additionally, as a condition of approval, the proposed project would pay the required parkland development fees pursuant to Municipal 19-9.05 and growth mitigation fees pursuant to Municipal Code Section 8-15 to maintain and grow the City's park system. Therefore, impacts related to the construction or expansion of recreational facilities would be *less than significant*.

PS Impact 7
The project would not include the development of recreational facilities that may have an adverse physical effect on the environment.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Residual impacts related to the construction or expansion of recreational facilities would be considered less than significant.</i>

4.12.6 Cumulative Impacts

4.12.6.1 Fire Protection

Fire protection service ratios are within acceptable ranges with the mutual aid agreements between SMFD and SBCFD, as well as with adherence to Municipal Code Section 9-28.010 and Section 8-15 for payment of growth mitigation fees. However, it is possible that in combination with other cumulative development in the region, fire protection service levels would incrementally worsen and contribute to the need for new or expanded facilities, the construction of which could cause environmental impacts. The construction of a new facility would be subject to subsequent environmental review and mitigation to avoid, minimize, or reduce identified environmental effects. Typical impacts associated with the development of a new fire station facility include effects related to encountering hazardous materials, cultural resources, or biological resources on the site during project construction. During operation of the fire station facility, potential environmental effects could include changing traffic pattern and intermittent noise from emergency sirens. While a project-level analysis of the planned fire station facility would be speculative at this time due to uncertainty regarding project timing, design, and final precise location, the types of impacts associated with such a facility would typically be less than significant or mitigated to a less than significant level. In addition, until planned facilities are constructed, impacts associated with fire protection services would continue to be mitigated on a case-by-case basis through payment of the City's growth mitigation fees. Therefore, the project's contribution to this cumulative impact would not be cumulatively considerable.

4.12.6.2 Police Protection

As previously described, the project would create an additional demand on police services by increasing population and facilities within the city limits. However, the SMPD has determined that they have adequate facilities and personnel to serve the project as proposed. As well, the City's Capital Projects budget includes funds budgeted for additional fleet expansion as well as technician vehicles (City of Santa Maria 2020). The project would not trigger the need for new or expanded police facilities. Demands for police protection would continue to be supported on a case-by-case basis through payment of the City's AB 1600 fees. These fees would be used to fund additional facilities and to offset service demand impacts resulting from the project. Therefore, the project's contribution to this cumulative impact would not be cumulatively considerable.

4.12.6.3 Schools

OUSD schools serving the project site are currently below capacity and SMJUHSD schools are expected to be over capacity with the projected student enrollment for the year 2024, without implementation of the project. Without increases in staffing and facilities to address the anticipated population increase, potentially significant impacts could occur. However, the project would be required to pay the state-mandated impact mitigation fees. These fees would be used to fund facilities to offset service demand impacts. Therefore, the proposed project's contribution to cumulative impacts to schools would not be cumulatively considerable.

4.12.6.4 Libraries

Cumulative development in the city would increase the demand for library services. Without increases in staffing and facilities to address the anticipated population increase, potentially significant impacts could occur. The project would be required to pay the City's growth mitigation fees. These fees would be used to fund facilities to offset service demand impacts. In addition, new or expanded facilities in the future would be subject to CEQA environmental analysis and any identified mitigation measures required to avoid, minimize, or reduce any identified environmental effects. Therefore, the proposed project's contribution to cumulative impacts to library services would not be cumulatively considerable.

4.12.6.5 Parks and Recreation

While the City currently has a deficit in the amount of parkland required to meet the parkland standard set forth in the City's RME of 3 to 5 acres per 1,000 residents, the City has established a parkland development fee structure to ensure that the City can work towards the established parkland standard with future population growth. With the payment of the parkland development fees, future development would provide for adequate parks and recreation facilities and ensure that the substantial physical deterioration of parks and recreation facilities would not be accelerated. Therefore, the proposed project would not result in a cumulatively considerable environmental impact to parks and/or recreational facilities.

PS Impact 8
The project could result in cumulatively considerable environmental impacts related to the provision of public services and recreation.
<i>Mitigation Measures</i>
<i>No mitigation is required.</i>
<i>Residual Impacts</i>
<i>Residual impacts related to the provision of public services and recreation are less than significant.</i>

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4.13 TRANSPORTATION

The following setting and impact discussion is based, in part, on the *Updated Traffic and Circulation Study* (Traffic and Circulation Study) prepared for the project (Associated Transportation Engineers [ATE] 2022a; Appendix C). The Traffic and Circulation Study identifies existing roadway conditions and evaluates the project's impacts on existing and predicted future traffic and circulation conditions in the vicinity of the project site. In addition, the Traffic and Circulation Study provides figures showing the existing roadway network and existing and proposed pedestrian and bicycle facilities.

4.13.1 Existing Conditions

4.13.1.1 Existing Roadway Network

The project site is served by the following network of highways, arterial streets, and connector streets:

- **U.S. Highway 101 (U.S. 101)** is a freeway that is located approximately 1.2 miles east of the project site. U.S. 101 provides a major north-south link through Santa Maria Valley and is the principal inter-city route along the Pacific Coast. In the City of Santa Maria, U.S. 101 consists of six lanes, with three northbound lanes and three southbound lanes. Portions of U.S. 101 located north and south of the city consist of four lanes (with two lanes in either direction). Access to the project site from U.S. 101 is provided via the Union Valley Parkway (UVP) interchange.
- **State Route (SR) 135 (Orcutt Expressway)** is an arterial roadway located adjacent to the western portion of the project site. SR 135 extends from U.S. 101 on the north end of the city to its junction with Highway 1 south of the Orcutt community. SR 135 is classified as a four-lane arterial street to the north of UVP and a freeway to the south of UVP. There is limited vehicle access (i.e., driveways, access connections) along SR 135.
- **Union Valley Parkway** is an arterial roadway that runs through the central portion of the project site in an east-west direction. UVP extends east from Blosser Road, located approximately 1 mile west of the project site, and terminates at U.S. 101, approximately 1.2 miles east of the project site. UVP transitions between two lanes and four lanes within the project site. UVP would provide access to several of the proposed parcels via new driveway connections.
- **Orcutt Road** is a frontage road that runs in a north-south direction through the western portion of the project site and parallels SR 135. Orcutt Road extends from Goodwin Road on the north to Rice Ranch Road on the south. Orcutt Road would provide access to several of the project parcels via new driveway connections.
- **Foxenwood Lane** is a frontage road located approximately 675 feet west of the project site. Foxenwood Lane runs in a north-south direction and consists of two lanes. This frontage road provides access to existing residential subdivisions located to the south of UVP, west of the project site.
- **Foster Road** is a collector street located approximately 660 feet north of the project site. Foster Road runs in an east-west direction and consists of two lanes. Foster Road serves primarily institutional and industrial uses west of SR 135, and residential uses east of SR 135.
- **Hummel Drive** is a collector street located approximately 670 feet east of the project site. Hummel Drive runs in a north-south direction and consists of two lanes. There are no bicycle lanes located along the portion of Hummel Drive within the project site. Hummel Drive is in Santa Barbara County but would not be annexed to the City of Santa Maria (City) as part of the project.

4.13.1.2 Existing Pedestrian and Bicycle Facilities

Bicycle facilities within the project region are categorized into the following four classifications, along with three subclassifications (City of Santa Maria 2020):

- **Class I Shared Use Paths:** Dedicated paths for walking and bicycling completely separate from the roadway
 - *Trails:* Paths for walking and bicycling that may be unpaved or not meet standards for Class I paths
- **Class II Bicycle Lanes:** Striped lanes for bicyclists
 - *Class II Buffered Bicycle Lanes:* Bicycle lanes that include a striped buffer area either between the bicycle lane and the travel lane or between the bicycle lane and parked cars
- **Class III Bicycle Routes:** Signed routes for bicyclists on low-speed, low-volume streets where lanes are shared with drivers
 - *Class III Bicycle Boulevards:* Bicycle routes that are further enhanced with traffic calming features or other treatments to prioritize bicyclist comfort
- **Class IV Separated Bikeways:** On-street bicycle facilities with a physical barrier between the bicycle space and motor vehicle lanes, including bollards, curbs, or parking

The following pedestrian and bicycle facilities are located within the project area:

- **U.S. 101** does not consist of any bicycle lanes or sidewalks.
- **SR 135** does not consist of any bicycle lanes or sidewalks.
- **Union Valley Parkway** consists of Class II bike lanes on both sides of the roadway. There are existing sidewalks located along the south side of UVP. On the north side of UVP, sidewalks are provided between SR 135 and Orcutt Road. Americans with Disabilities Act (ADA)-accessible crosswalks with pedestrian signal heads are provided on all four legs of the UVP and Orcutt Road intersection and three of the four legs of the UVP and SR 135 intersection.
- **Orcutt Road** consist of Class II bike lanes on both sides of the roadway. Existing sidewalks are limited to the east side of Orcutt Road.
- **Foxenwood Lane** consists of Class II bike lanes on both sides of the roadway and a Class I bike path along the portion of the roadway located between the terminus of Foster Road and Skyway Drive.
- **Foster Road** currently does not have any bicycle lanes or sidewalks. However, the Santa Maria Bikeways Master Plan indicates that a Class I shared use pathway is planned on Foster Road between SR 135 and Blosser Road.
- **Hummel Drive** does not include any bicycle lanes. A continental crosswalk (high-visibility roadway markings using thick vertical striping) with flashing beacons is provided on the east leg of the UVP and Hummel Drive intersection, and standard crosswalks are provided on the north and south legs.

4.13.1.3 Existing Transit Facilities

Santa Maria Regional Transit provides transit services to the city of Santa Maria and the community of Orcutt. The project would be served by Santa Maria Regional Transit Route 6, which provides weekday and weekend bus service with 45-minute headways starting at the Crossroads Shopping Center and

traveling through Orcutt. The closest transit stops to the project site include a transit stop located approximately 0.5 mile northwest of the project site on Foster Road, west of Foxenwood Lane, and a transit stop located approximately 0.15 mile northeast of the project site, east of Orcutt Road.

The Breeze Bus operates commuter services between the City of Santa Maria, Vandenberg Air Force Base, the City of Lompoc, the community of Los Alamos, the City of Buellton, and the City of Solvang. The project site would be served by Breeze Route 100, which is a weekday bus service between the Santa Maria and Lompoc Transit Centers with seven trips per day in each direction. The closest stop is approximately 540 feet north of the project site on Orcutt Road, south of Foster Road.

The Clean Air Express bus service, administered by the Santa Barbara County Association of Governments (SBCAG), provides service for commuters traveling between northern Santa Barbara County and the cities of Goleta and Santa Barbara. The closest stop to the project is the Santa Maria Hagerman Softball Complex, approximately 1.5 miles northwest of the project site, where three trips depart each morning to Goleta, and two trips depart each morning to Santa Barbara, with the same number of trips returning in the afternoon. Connections to other services are available at both the Santa Maria and Lompoc Transit Centers.

4.13.1.4 Existing Intersection Operations

Because traffic flow on urban arterials is most constrained at intersections, the Traffic and Circulation Study presents information on the operating conditions of critical intersections during peak travel periods. The Traffic and Circulation Study presents information for nine roadway intersections for consistency with City and County of Santa Barbara (County) Level of Service (LOS) policies. The following intersections were evaluated during peak hours for both the morning peak commuter period (7:00–9:00 AM) and the afternoon peak commuter period (4:00–6:00 PM):

- Signalized Intersections
 - SR 135/Lakeview Road
 - SR 135/Foster Road
 - UVP/SR 135
 - UVP/Orcutt Road
 - UVP/Bradley Road
- Unsignalized Intersections (Stop Signs)
 - UVP/Foxenwood Lane
 - UVP/Hummel Drive
 - UVP/U.S. 101 Southbound Ramps
 - UVP/U.S. 101 Northbound Ramps

The LOS for signalized intersections was calculated using the intersection capacity utilization (ICU) methodology adopted by both the City of Santa Maria and the County of Santa Barbara. Table 4.13-1 defines LOS criteria for signalized intersections.

Table 4.13-1. LOS Definition for Signalized Intersections

LOS	Delay (seconds per vehicle)	Volume-to- Capacity Ratio	Definition
A	<10.0	<0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1–20.0	0.61–0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1–35.0	0.71–0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1–55.0	0.81–0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths, and high volume-to-capacity ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1–80.0	0.91–1.00	High delay values indicate poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent.
F	>80.0	>1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

Source: ATE (2022a)

The LOS for stop sign–controlled intersections was calculated using methodology outlined in the Transportation Research Board Highway Capacity Manual, which is the method adopted by both the City and the County. Table 4.13-2 defines LOS criteria for stop sign–controlled intersections.

Table 4.13-2. LOS Definition for Stop Sign–Controlled Intersections

LOS	Control Delay (seconds per vehicle)
A	<10.0
B	10.1–15.0
C	15.1–25.0
D	25.1–35.0
E	35.1–50.0
F	>50.0

Source: ATE (2022a)

Table 4.13-3 shows the existing LOS conditions for the nine intersections within the project area.

Table 4.13-3. Existing LOS for Intersections within the Project Area

Intersection	Jurisdiction	Control	AM Peak Hour		PM Peak Hour	
			ICU or Delay	LOS	ICU or Delay	LOS
SR 135/Lakeview Road	Caltrans	Signal	0.61	B	0.66	B
SR 135/Foster Road	Caltrans	Signal	0.71	C	0.64	B
UVP/Foxenwood Lane*	City	Stop Sign	14.3 seconds	B	9.9 sec.	A
UVP/SR 135	Caltrans	Signal	0.62	B	0.63	B
UVP/Orcutt Road	County	Signal	0.46	A	0.47	A
UVP/Hummel Drive	County	Stop Sign	34.7 seconds	D	34.3 seconds	D
UVP/Bradley Road*	County	Signal	0.39	A	0.51	A
UVP/U.S. 101 Southbound Ramps*	Caltrans	Stop Sign	12.4 seconds	B	15.0 seconds	B
UVP/U.S. 101 Northbound Ramps*	Caltrans	Stop Sign	9.3 seconds	A	9.4 seconds	A

Source: ATE (2022a)

Notes: **Bolded** values exceed City/County LOS policy standards. Caltrans = California Department of Transportation.

* Unsignalized intersection. LOS based on average weighted control delay per vehicle in seconds.

As shown in Table 4.13-3, the UVP and Hummel Drive intersection currently operates at LOS D during AM and PM peak hours, which exceeds the County's LOS C standard in this area. The remaining intersections within the project area currently operate in the LOS A through LOS C range during the AM and PM peak hours, which meets the City's LOS D operating standards and the County's LOS C through D operating standard.

4.13.1.5 Cumulative Intersection Operations

The Traffic and Circulation Study provides information on cumulative roadway conditions, which is defined as the additional traffic expected to be generated by approved and pending developments located in adjacent areas of the city and county. Table 4.13-4 shows the cumulative LOS conditions for roadways within the project area with consideration of the additional trips that would be added to the network as a result of these approved and pending developments.

Table 4.13-4. Cumulative LOS for Intersections within the Project Area

Intersection	AM Peak Hour		PM Peak Hour	
	ICU or Delay	LOS	ICU or Delay	LOS
SR 135/Lakeview Road	0.70	B	0.79	C
SR 135/Foster Road	0.78	C	0.75	C
UVP/Foxenwood Lane*	0.48	A	0.45	A
UVP/SR 135	0.66	B	0.70	B
UVP/Orcutt Road	0.48	A	0.50	A
UVP/Hummel Drive	>50.0 seconds	F	>50.0 seconds	F
UVP/Bradley Road*	0.42	A	0.57	A
UVP/U.S. 101 SB Ramps*	13.8 seconds	B	16.6 seconds	C
UVP/U.S. 101 Northbound Ramps*	9.4 seconds	A	9.5 seconds	A

Source: ATE (2022a)

Notes: **Bolded** values exceed City/County LOS policy standards.

* Unsignalized intersection. LOS based on average weighted control delay per vehicle in seconds.

As shown in Table 4.13-4, the UVP and Hummel Drive intersection is expected to operate at LOS F during AM and PM peak hours, which exceeds the County's LOS C standard in this area. With consideration for the approved and pending developments in the project area, the remaining intersections within the project area would operate in the LOS A through LOS C range during the AM and PM peak hours, which meets the City's LOS D operating standards and the County's LOS C through D operating standard.

4.13.2 Regulatory Setting

4.13.2.1 Federal

There are no federal regulations related to transportation applicable to the project.

4.13.2.2 State

CALIFORNIA DEPARTMENT OF TRANSPORTATION

California Department of Transportation (Caltrans) maintains over 50,000 miles of public highway and freeway lanes, provides inter-city rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans has six primary programs: Aeronautics, Highway Transportation, Transportation Planning, Administration, and the Equipment Service Center. Caltrans works to maintain and promote the safety, modality, innovation, and efficiency of the state's transportation system. Caltrans provides guidelines, manuals, and policies related to the development of highways, bikeways, bridges, and other transportation facilities, including but not limited to the California Manual on Uniform Traffic Control Devices (Caltrans 2021), Highway Design Manual (Caltrans 2019), and the Active Transportation Program (Caltrans 2020).

Caltrans has eliminated LOS consistent with Senate Bill (SB) 743, and now relies on vehicle miles traveled (VMT) and safety to evaluate transportation impacts. Caltrans published a *Vehicle Miles Traveled-Focused Traffic Impact Study Guide* in May 2020, which replaced the prior guide reliant on LOS. The Traffic Impact Study Guide (Caltrans 2020a) notes that lead agencies have the discretion to choose VMT thresholds and methods, and generally conforms to Governor's Office of Planning and Research (OPR) guidance. Caltrans also issued Traffic Safety Bulletin 20-02-R1 in December 2020, providing guidance for intergovernmental review for potential safety impacts of land use projects and plans affecting the State Highway System. Traffic Safety Bulletin 20-02-R1 (Caltrans 2020b) describes the procedure for Caltrans staff to review potential safety impacts and develop mitigation measures as appropriate.

CALIFORNIA SENATE BILL 743

SB 743 requires that the analysis of transportation impacts under CEQA include the evaluation of transportation impacts that better promote the State's goals in reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean and efficient methods of travel. SB 743 modifications, which are now in effect, change the focus of transportation impact analysis in CEQA from measuring impacts to drivers, to measuring the impact of driving. The change replaces LOS with VMT and provides a streamlined review of land use and transportation projects that will help reduce future VMT growth. SB 743 requires projects to reduce VMT and aims to balance the needs of congestion management with the statewide goals related to infill development, active transportation, reduction of greenhouse gases, and consistent land uses.

4.13.2.3 Local

CITY OF SANTA MARIA GENERAL PLAN CIRCULATION ELEMENT

The intent of the City of Santa Maria General Plan Circulation Element (City of Santa Maria 2011) is to preserve future road rights-of-way and to provide for public mobility and access necessary to support the existing and anticipated buildout of the city. The City's General Plan Circulation Element includes goals, policies, and objectives to create compatibility between existing and future roadways and land uses, promote efficient transport of goods, and provide safe movement of all transportation types.

ORCUTT COMMUNITY PLAN

As a County planning document, the Orcutt Community Plan applies to the unincorporated areas of the Orcutt community. The Orcutt Community Plan (County of Santa Barbara 1997) identifies growth projections and provides the County's guidance for development of housing, commercial and industrial space, roads, public facilities, and amenities for the community. Chapter III, Public Facilities and Services, of the Orcutt Community Plan identifies goals, policies, and objectives for the community of Orcutt's transportation system. The Orcutt Community Plan is considered in the Transportation and Circulation Study to the extent that it applies to the circulation system within the boundaries of the plan that are under the jurisdiction of the County. However, because the proposed project would include annexation into the City of Santa Maria, the Orcutt Community Plan would not apply to the project site itself if the project were approved.

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS CONNECTED 2050 REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY

The SBCAG Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy (SBCAG 2021; herein referred to as the 2050 RTP/SCS) explores the region's land use and travel patterns, accounts for project demographic growth, and presents a vision for land use and transportation planning. The 2050 RTP/SCS includes goals, policies, and objectives intended to meet the following five overarching goals:

- **Environment:** Foster patterns of growth, development, and transportation that protect natural resources and lead to a healthy environment.
- **Mobility & System Reliability:** Optimize the transportation system to improve accessibility to jobs, schools, and services, allow the unimpeded movement of people and goods, and ensure the reliability of travel by all modes.
- **Equity:** Ensure that the transportation and housing needs of all socioeconomic groups are adequately served.
- **Health & Safety:** Improve public health and ensure the safety of the regional transportation system.
- **A Prosperous Economy:** Achieve economically efficient transportation patterns and promote regional prosperity and economic growth.

CITY OF SANTA MARIA ACTIVE TRANSPORTATION PLAN

The Santa Maria Active Transportation Plan (ATP) is a planning document intended to support provision of a connected bicycle and pedestrian network to provide safe, affordable, and accessible transportation choices in the community (City of Santa Maria 2020). The ATP promotes a more sustainable and

equitable community by improving safety, mobility, and access while reducing greenhouse gas emissions, improving air quality, and supporting public health for its residents.

4.13.3 Thresholds of Significance

The following thresholds of significance for the environmental effects related to transportation are based on Appendix G of the State CEQA Guidelines. A transportation impact is considered significant if the project would:

- a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- b. Conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b).
- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- d. Result in inadequate emergency access.

Each of these thresholds is discussed under Section 4.13.5, Project-Specific Impacts and Mitigation Measures, below.

4.13.4 Impact Assessment Methodology

The following impact discussion is based, in part, on the Traffic and Circulation Study prepared for the project (ATE 2022a).

The Traffic and Circulation Study analyzed roadway conditions for four different scenarios, including Existing, Existing + Project, Cumulative, and Cumulative + Project conditions. The Cumulative + Project scenario evaluates roadway operations assuming the cumulative conditions of other pending and approved development projects in the vicinity of the project site plus the traffic generated by the project. The following impact discussions use the Cumulative + Project scenario to analyze the project's impacts on the roadway network. The project's impacts on the roadway network were compared to acceptable LOS thresholds established by the City (LOS D) and County (LOS C through D) as a method to determine consistency with applicable transportation policies.

The OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018) provides the following guidance for analyzing VMT generated by mixed-use projects: For mixed use projects, the CEQA Guidelines recommend either analyzing each component of the proposed project separately or focusing on the predominant land use.

Because the proposed project is a mixed-use project with no dominating land use, potential VMT-related impacts were evaluated by analyzing VMT for each component of the project separately.

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018) provides screening tools to determine when a project may have a significant VMT impacts. In addition, the City's adopted Environmental Procedures and Guidelines manual (2001, amended 2020) contain thresholds and methods for assessing potential VMT impacts for projects located in the city.

4.13.5 Project-Specific Impacts and Mitigation Measures

Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Planning documents applicable to the project include the City of Santa Maria General Plan Circulation Element (2011), Orcutt Community Plan (1997), SBCAG Connected 2050 RTP/SCS (2021), and the City of Santa Maria ATP (2022). The project's consistency with the identified transportation and circulation planning documents is described in detail, below.

CITY OF SANTA MARIA GENERAL PLAN CIRCULATION ELEMENT AND ORCUTT COMMUNITY PLAN

The City of Santa Maria Circulation Element (City of Santa Maria 2011) considers LOS D acceptable for roadway and intersection operations, with improvements required for LOS E and F. The Orcutt Community Plan (County of Santa Barbara 1997) considers LOS C acceptable for roadways and intersections within the project area, except for the Foster Road and SR 135 intersection, which has an acceptable minimal LOS of D.

Based on the Traffic and Circulation Study, implementation of the project would result in a total of 20,780 average daily trips, including 1,452 AM peak trips and 1,751 PM peak trips (ATE 2022a). Table 4.13-5 shows the project's contribution to cumulative roadway conditions.

Table 4.13-5. Cumulative + Project Levels of Service (without Planned Improvements)

Intersection	Cumulative LOS [†]	AM Cumulative + Project		Cumulative LOS [†]	PM Cumulative + Project		Consistent?
		ICU or Delay	LOS		ICU or Delay	LOS	
SR 135/Lakeview Road	B	0.72	C	C	0.81	D	Yes
SR 135/Foster Road	C	0.81	D	C	0.77	C	Yes
UVP/Foxenwood Lane*	A	0.50	A	A	0.47	A	Yes
UVP/SR 135	B	0.73	C	B	0.78	C	Yes
UVP/Orcutt Road	A	0.77	C	A	0.68	B	Yes
UVP/Hummel Drive*	F	>50.0 seconds	F	F	>50.0 seconds	F	No
UVP/Bradley Road	A	0.47	A	A	0.61	B	Yes
UVP/U.S. 101 Southbound Ramps*	B	14.8 seconds	B	C	18.7 seconds	C	Yes
UVP/U.S. 101 Northbound Ramps*	A	9.5 seconds	A	A	9.6 seconds	A	Yes

Source: ATE (2022a)

Notes: **Bolded** values exceed City/County LOS policy standards.

* Unsignalized intersection. LOS based on average weighted control delay per vehicle in seconds.

[†] Cumulative LOS includes the addition of trips for approved and pending projects in the site vicinity. Refer to the Traffic and Circulation Study for additional information.

As shown in Table 4.13-5, without signalization, the UVP and Hummel Drive intersection would operate at LOS F, which would be inconsistent with City and County standards. However, the installation of traffic signals at the UVP and Hummel Drive intersection an element of the proposed project (see Chapter 2, Project Description and Appendix B).

The Traffic and Circulation Study contained an analysis of the future long-term improvements at the UVP/Hummel Drive intersection that included widening of UVP to its ultimate 4-lane configuration, an improvement which is under the jurisdiction of the County. An interim condition would occur where the intersection is signalized without the widening. To demonstrate the operating conditions at this intersection during this interim condition, a supplement traffic analysis was conducted for the Existing + Project and Cumulative + Project condition (ATE 2022b; Appendix D).

As shown in Table 4.13-6, with the interim improvements, the UVP/Hummel Drive intersection would operate at LOS C with Existing + Project volumes. Under Cumulative conditions, the intersection operations would continue to operate at LOS C in the AM peak but would degrade to LOS D during the PM peak hour.

Table 4.13-6. Intersection Levels of Service with Interim Improvements

Intersection	Existing + Project		Cumulative [†] + Project	
	Existing Geometry	With Improvements*	Existing Geometry	With Improvements*
UVP/Hummel Drive AM Peak	>50.0 seconds / LOS F	0.71 seconds / LOS C	>50.0 seconds / LOS F	0.75 seconds / LOS C
UVP/Hummel Drive PM Peak	>50.0 seconds / LOS F	0.79 seconds / LOS C	>50.0 seconds / LOS F	0.86 seconds / LOS D

Source: ATE (2022b)

* Assumes traffic signal installation and no UVP widening.

[†] Cumulative LOS includes the addition of trips for approved and pending projects in the site vicinity. Refer to the Traffic and Circulation Study for additional information.

An LOS D operational condition is consistent with City policies. As well, while the County's Orcutt Community Plan (County of Santa Barbara 1997) considers LOS D as exceeding policy standards for the UVP/Hummel Drive intersection, the operational condition at this intersection with the project, cumulative development, and signalization of the intersection would be same LOS as it operates under current conditions (see Table 4.13-3). Therefore, the proposed project would not cause a conflict with the LOS policies established by the City and County; impacts would be *less than significant*.

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS CONNECTED 2050 REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY

The 2050 RTP/SCS establishes objectives, including encouraging mixed-use development, promoting transit and alternative transportation, and reducing VMT. The mixed-use project includes the future construction of commercial uses near existing transit stops, bicycle lanes, and pedestrian facilities, which would facilitate the use of alternate transportation modes. Further, the project is anticipated to reduce VMT in the region by providing new, centrally located retail opportunities for existing and future residents in an area that currently lacks the proposed uses. Although not required to reduce VMT-related impacts, Mitigation Measure GHG/mm-2.1 identifies project design measures to promote alternate transportation modes, which would further reduce VMT generated by the project. Therefore, the project

would be consistent with goals and objectives of the 2050 RTP/SCS, and impacts would be *less than significant*.

CITY OF SANTA MARIA ACTIVE TRANSPORTATION PLAN

The City of Santa Maria ATP (2022) is a planning document intended to provide safe, affordable, and accessible transportation choices in the community. As previously evaluated, the project includes the future construction of commercial uses near existing transit stops, bicycle lanes, and pedestrian facilities, which would facilitate active transportation within the vicinity of the project. The Santa Maria Bikeways Master Plan identifies future bicycle and pedestrian improvements, including a new shared use pathway within the project area. Implementation of the proposed project would not prevent any bike lanes or pedestrian facilities identified in the City's Bikeways Master Plan from being constructed; therefore, impacts would be *less than significant*.

TR Impact 1
The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Impacts related to applicable transportation planning documents would be less than significant.</i>

Would the project conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?

In accordance with OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018), potential VMT-related impacts were evaluated by analyzing VMT for each component of the project separately, as described below.

RESIDENTIAL VEHICLE MILES TRAVELED ANALYSIS

Buildout of the proposed project would result in the construction 400 apartments and 95 townhomes, which is expected to generate 1,346 new residents. According to City requirements, new residential projects are required to generate less than 6.17 VMT per person. According to the Traffic and Circulation Study, future residential development would generate 7.26 VMT per population, which would exceed the City's threshold of 6.17 VMT per capita. The project would establish mixed land uses on the project site, which would reduce VMT by facilitating internal trips within the project site. With the mixed-use adjustments, VMT would be reduced to 5.45 VMT per population, which would fall below the City's impact threshold (ATE 2022a). Therefore, the future residential development would not exceed City VMT thresholds and impacts would be *less than significant*.

COMMERCIAL VEHICLE MILES TRAVELED ANALYSIS

Buildout of the proposed project would result in the construction of 131,100 square feet of commercial uses, which would be anticipated to generate 456 new employees (1,802 people). Based on the conceptual development plan, commercial uses onsite would include up to three drive-throughs, a retail center, a corner gas station, and a mini-storage facility.

Mini Storage

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018) states that projects that would not generate a potentially significant level of VMT, that are consistent with an SCS or general plan, or that would generate or attract fewer than 110 trips per day would not result in significant transportation impacts. According to the Traffic and Circulation Study, the mini storage facility is expected to generate 36 average daily trips, which is less than the 110 average daily trips screening criteria established by OPR. Because this component of the project would fall below the screening criteria for small discretionary projects, potential VMT-related impacts would be *less than significant*.

Retail

According to the Traffic and Circulation Study, the future retail development is expected to generate a net reduction of 43,303 VMT within the project region as a result of establishing new retail uses in close proximity to existing and future residential land uses. In addition, future retail development would be in an area that currently lacks the proposed uses, which would shorten vehicle trips from existing residential land uses and ultimately reduce regional VMT. According to the City's VMT thresholds, retail projects that result in a reduction in VMT indicate no VMT impacts. The project would reduce VMT in the county by providing new retail opportunities for residents in an area that currently lacks the proposed uses; therefore, *no impacts* would occur.

CONCLUSION

Based on the analysis provided above, the proposed project would not generate VMT in a manner that would exceed state or local thresholds; therefore, the project would not conflict with or be inconsistent with State CEQA Guidelines Section 15064.3(b). Further, although not required to reduce VMT-related impacts, Mitigation Measure GHG/mm-2.1 identifies project design measures to promote alternate transportation modes, which would further reduce VMT generated by the project. Therefore, impacts would be *less than significant*.

TR Impact 2
The project would not conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b).
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Impacts related to consistency with State CEQA Guidelines Section 15064.3, subdivision (b) would be less than significant.</i>

Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The conceptual design plan for the project includes the construction of new access driveways off of Orcutt Road and UVP, a new access road off of Orcutt Road, and an internal roadway system. The project would be required to comply with City, County, and Caltrans requirements and other applicable engineering standards for driveways and access roads to reduce potential hazards related to roadway

design. In addition, the proposed project does not include the construction of new incompatible land uses that could introduce new hazards along existing roadways.

As previously described, the project includes traffic signals that would be installed at the UVP and Hummel Drive intersection (Chapter 2, Project Description). As detailed in the Traffic and Circulation Study and the supplemental analysis (see Appendices B and D), with the planned intersection configuration and the provision of traffic signals at this intersection the project would not cause substandard or hazardous operating conditions at this intersection.

According to the Traffic and Circulation Study, following buildout of the project, proposed driveways would have less than two vehicles in queue and would operate between LOS A and LOS C, which is consistent with City thresholds (ATE 2022a). In addition, sight distances and driveways would be required to meet Caltrans' minimum sight distance standard of 430 feet at all driveways for the 50 mile per hour speed limit on UVP.

Based on required compliance with City, County, and Caltrans requirements and other applicable engineering standards and planned improvements at the UVP and Hummel Drive intersection, the proposed project would not increase roadway hazards; therefore, impacts would be *less than significant*.

TR Impact 3
The project would not substantially increase hazards due to a geometric design feature or incompatible uses.
<i>Mitigation Measures</i>
<i>No mitigation is required.</i>
<i>Residual Impacts</i>
<i>Impacts related to roadway hazards would be less than significant.</i>

Would the project result in inadequate emergency access?

The conceptual design plan for the project identifies the following access to the project site from Orcutt Road and UVP:

- Access to the parcel that would be developed with a gas station with a convenience mart located on the northwest corner of the UVP and Orcutt Road intersection would be provided via a new driveway on the west side of Orcutt Road.
- Access to the parcel located on the north side of the UVP east of Orcutt Road would be provided via a new driveway on the east side of Orcutt Road and two new driveways on the north side of the UVP. This parcel would contain eight restaurant buildings, a neighborhood retail center, and a mini-storage facility.
- Access to the parcel located on the southwest corner of the UVP/Orcutt Road intersection would be provided via two new driveways on the west side of Orcutt Road. This parcel would contain a restaurant with a drive-through lane and an automated carwash.
- The part of the project site that is located on the south side of the UVP east of Orcutt Road, which would contain 400 apartments, would be accessed via a driveway on UVP and a connection to a new east-west access road that would extend east from Orcutt Road.
- The part of the project site that is located south of the apartment site and east of the Gloria Dei Lutheran Church on Orcutt Road would be accessed via a new east-west access road that would

extend east from Orcutt Road. Secondary access would be provided through the internal road system to the north, which would provide access to UVP. This part of the project site would contain 95 townhome units.

The project would be required to comply with City, County, and Caltrans requirements and other applicable engineering standards for driveways and access roads to ensure adequate emergency access and public ingress and egress at the project site. Based on the Traffic and Circulation Study prepared for the project, the new driveways to the project site would have a queue of two vehicle and would operate between LOS A and LOS C; therefore, the project would not generate traffic congestion that could otherwise impede emergency access to the project site. Based on required compliance with City, County, and Caltrans requirements and other applicable engineering standards, the project would not result in inadequate emergency access; therefore, impacts would be *less than significant*.

TR Impact 4
The project would not result in inadequate emergency access.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Impacts related to emergency access would be less than significant.</i>

4.13.6 Cumulative Impacts

Reasonably foreseeable future projects in and around the project area have the potential to contribute to an increase in vehicle congestion and VMT. However, the proposed project would not generate VMT in a manner that would exceed state or local thresholds; therefore, the project would not create a significant cumulative impact based on VMT contribution.

In addition, as previously identified, signalization of the UVP and Hummel Drive intersection, which is an element of the proposed project, would provide for a better operating condition under the Cumulative + Project scenario than under the Cumulative scenario without signalization of the intersection. Based on planned improvements at the UVP and Hummel Drive intersection, the proposed project would not cause an inconsistency in the applicable LOS thresholds. In addition, reasonably foreseeable future projects would be subject to separate environmental review to determine potential impacts related to consistency with applicable transportation planning documents, roadway hazards, and emergency access. Therefore, transportation impacts would be less than cumulatively considerable and this impact *would be less than significant*.

TR Impact 5
The project would not have potential to result in cumulatively considerable impacts associated with transportation; impacts would be less than significant.
Mitigation Measures
<i>No mitigation is required.</i>
Residual Impacts
<i>Cumulative impacts related to transportation would be less than significant.</i>

4.14 UTILITIES AND SERVICE SYSTEMS

This section provides an evaluation of the water, wastewater, and solid waste utilities and service systems that would serve the site. This section is based, in part, on the Richards Ranch *Final Water Supply Assessment* (Todd Groundwater 2022; Appendix K) and the 2019 Laguna County Sanitation District's *Sewer Collection System Master Plan* (Laguna County Sanitation District [LCSD] 2019).

4.14.1 Existing Conditions

4.14.1.1 Regional

GOLDEN STATE WATER COMPANY

Golden State Water Company (Golden State Water) is a regulated water utility service provider that delivers water to over 80 communities throughout the state of California. Golden State Water is regulated by the U.S. Environmental Protection Agency (USEPA), State Water Resources Control Board Division of Drinking Water, and the California Public Utilities Commission.

The project site is located within Golden State Water's Orcutt service area. The Orcutt service area covers 10.1 square miles in northern Santa Barbara County and includes the unincorporated community of Orcutt and a small portion of the city of Santa Maria (Figure 4.14-1). The Orcutt service area is primarily characterized by commercial and residential land uses. Based on the Golden State Water Orcutt service area 2020 Urban Water Management Plan (Orcutt Service Area UWMP), the Orcutt service area population was 32,361 in 2020 and is projected to reach a population of 42,121 in 2040 (Tully and Young 2021). Table 4.14-1 identifies the population projections within the Orcutt service area.

Table 4.14-1. Golden State Water Service Area Population Projections

Water Supply Source	2020	2025	2030	2035	2040	2045
Golden State Water Orcutt service area	32,361	34,113	35,959	37,906	39,958	42,121

Source: Tully and Young (2021)

Current Water Demand

Based on the Golden State Water Orcutt service area population projections and anticipated land use types, the current and projected water demand for the service area is estimated to reach 6,776 acre-feet per year (AFY) in 2045 (Tully and Young 2021). Projected development of vacant and/or underdeveloped lands within the Orcutt service area is based on the land use planning documents and designations adopted for each jurisdiction (i.e., the City of Santa Maria [City] and the County of Santa Barbara) in place at the time the Orcutt Service Area UWMP was developed. Table 4.14-2 summarizes the projected water demand for the existing Golden State Water Orcutt service area based on the planned land use types in the service area.

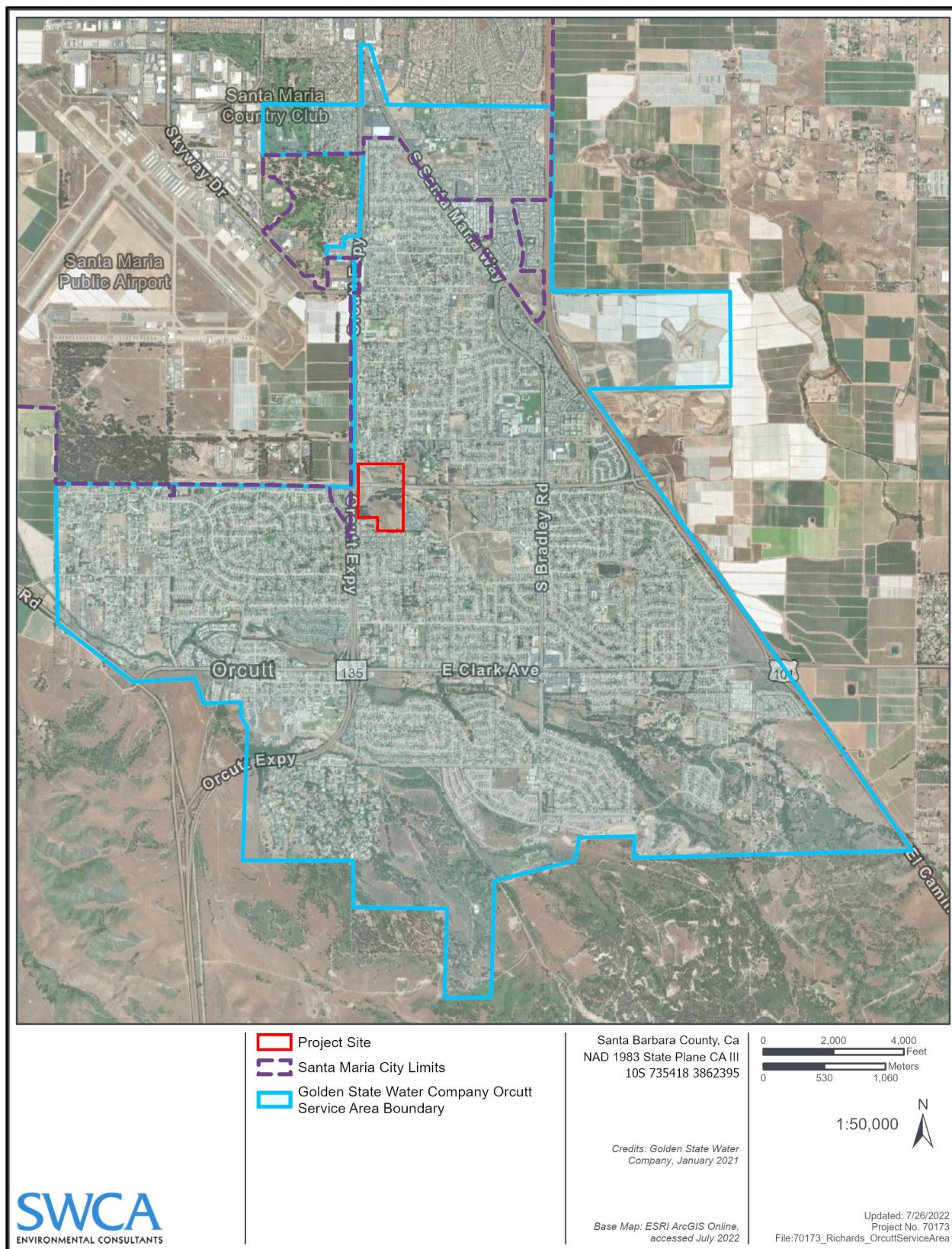


Figure 4.14-1. Golden State Water Orcutt service area.

Table 4.14-2. Projected Water Demand for the Existing Golden State Water Service Area (acre-feet per year)

Water Use Categories	2025	2030	2035	2040	2045
Single-family residential	4,201	4,313	4,427	4,544	4,664
Multi-family residential	213	219	225	231	237
Commercial/Institutional	787	808	829	851	873
Industrial	1	1	1	1	1
Landscape	205	210	216	221	227
Other	0	0	0	0	0
Water loss	698	716	735	754	774
Total Production/Demand	6,105 AFY	6,267 AFY	6,433 AFY	6,602 AFY	6,776 AFY

Source: Tully and Young (2021)

Water Supply

Golden State Water's Orcutt service area water supply comes from California State Water Project (SWP) water, SWP return flows,¹ groundwater pumping, and supplemental water from the City (Todd Groundwater 2022). The following information regarding the availability of Golden State Water's water supply resources was used to determine the projected total Golden State Water supply in normal year, single dry year, and multiple dry years conditions. Under normal conditions, SWP allocation water supplies account for approximately 2.8% of the Orcutt service area's annual water supply, SWP return flows account for approximately 1.3%, groundwater pumping accounts for approximately 87.2%, and supplemental water from the City accounts for approximately 8.8%.

As shown in Tables 4.14-3 through 4.14-5, the lowest available water supply would be 11,000 AFY during the single dry year and second and third multiple dry year conditions. The highest available water supply would be 11,423 AFY during normal conditions. More detail on each of the sources of water supply that serve the Orcutt service area (i.e., SWP allocation, SWP allocation return flows, groundwater, and Santa Maria supplemental) is provided in the following sections.

Table 4.14-3. Normal Year Water Supply (acre-feet per year)

Water Supply Source	2025	2030	2035	2040	2045
SWP allocation	319	319	319	319	319
SWP allocation return flows	144	144	144	144	144
Groundwater	9,960	9,960	9,960	9,960	9,960
Santa Maria supplemental	1,000	1,000	1,000	1,000	1,000
Total Supply	11,423 AFY	11,423 AFY	11,423 AFY	11,423 AFY	11,423 AFY

Source: Todd Groundwater (2022)

¹ State Water Project return flows refers to the volume of SWP water that is estimated to return to the underlying groundwater basin through either irrigation or wastewater percolation.

Table 4.14-4. Single Dry Year Water Supply (acre-feet per year)

Water Supply Source	2025	2030	2035	2040	2045
SWP allocation	28	28	28	28	28
SWP allocation return flows	12	12	12	12	12
Groundwater	9,960	9,960	9,960	9,960	9,960
Santa Maria supplemental	1,000	1,000	1,000	1,000	1,000
Total Supply	11,000 AFY	11,000 AFY	11,000 AFY	11,000 AFY	11,000 AFY

Source: Todd Groundwater (2022), based on information derived from the Orcutt Service Area UWMP

Table 4.14-5. Multiple Dry Years Water Supply (acre-feet per year)

Water Supply Source	2025	2030	2035	2040	2045
Multiple Dry Year 1					
SWP allocation	193	193	193	193	193
SWP allocation return flows	87	87	87	87	87
Groundwater	9,960	9,960	9,960	9,960	9,960
Santa Maria supplemental	1,000	1,000	1,000	1,000	1,000
Total Supply	11,240 AFY	11,240 AFY	11,240 AFY	11,240 AFY	11,240 AFY
Multiple Dry Year 2					
SWP allocation	28	28	28	28	28
SWP allocation return flows	12	12	12	12	12
Groundwater	9,960	9,960	9,960	9,960	9,960
Santa Maria supplemental	1,000	1,000	1,000	1,000	1,000
Total Supply	11,000 AFY	11,000 AFY	11,000 AFY	11,000 AFY	11,000 AFY
Multiple Dry Year 3					
SWP allocation	28	28	28	28	28
SWP allocation return flows	12	12	12	12	12
Groundwater	9,960	9,960	9,960	9,960	9,960
Santa Maria supplemental	1,000	1,000	1,000	1,000	1,000
Total Supply	11,000 AFY	11,000 AFY	11,000 AFY	11,000 AFY	11,000 AFY
Multiple Dry Year 4					
SWP allocation	110	110	110	110	110
SWP allocation return flows	50	50	50	50	50
Groundwater	9,960	9,960	9,960	9,960	9,960
Santa Maria supplemental	1,000	1,000	1,000	1,000	1,000
Total Supply	11,120 AFY	11,120 AFY	11,120 AFY	11,120 AFY	11,120 AFY
Multiple Dry Year 5					
SWP allocation	193	193	193	193	193
SWP allocation return flows	87	87	87	87	87
Groundwater	9,960	9,960	9,960	9,960	9,960
Santa Maria supplemental	1,000	1,000	1,000	1,000	1,000
Total Supply	11,240 AFY	11,240 AFY	11,240 AFY	11,240 AFY	11,240 AFY

Source: Todd Groundwater (2022), based on information derived from the Orcutt Service Area UWMP

State Water Project

SWP water originates in the Feather River watershed in northern California. The water is then captured in Lake Oroville and flows through the Sacramento-San Joaquin Delta, the California Aqueduct, and the Coastal branch extension into Central Coast Water Authority's treatment and conveyance facilities.

Golden State Water holds a subcontract with the Central Coast Water Authority to acquire SWP water for the Orcutt and Tanglewood service areas. Golden State Water's subcontract includes an SWP water allotment of 550 AFY. This allotment is subject to reductions during dry years. Between 2016 to 2020, SWP deliveries to Golden State Water's Orcutt service area have ranged from 40 AFY to 520 AFY. The California Department of Water Resources (DWR) projects that future long-term reliability of the SWP water supply would be approximately 58% through its planning horizon in 2045. Therefore, estimated water deliveries associated with Golden State Water's SWP subcontract for the Orcutt and Tanglewood service areas are projected to be approximately 319 AFY (i.e., 58% of 550 AFY) during normal conditions (see Table 4.14-3).

The lowest historical SWP allocations have been 5% of the 550-acre-foot allotment (28 AFY). This allocation occurred in 2014, 2021, and 2022 (City of Santa Maria 2021a; DWR 2022; Tully and Young 2021). This allotment is cautiously used as the single dry year allocation through 2045. Two other historical extreme drought years' allocations are also included in the multiple dry years conditions projections as dry years 2 and 3. Based on historical SWP allotments and the assumptions made in the Orcutt Service Area UWMP, water allotments from the SWP for single dry and multiple dry year conditions would include the following (see Tables 4.14-4 and 4.14-5):

- Single Dry Year—5% of the 550-AFY allotment
- Multiple Dry Year 1—35% of the 550-AFY allotment
- Multiple Dry Year 2—5% of the 550-AFY allotment
- Multiple Dry Year 3—5% of the 550-AFY allotment
- Multiple Dry Year 4—20% of the 550-AFY allotment
- Multiple Dry Year 5—35% of the 550-AFY allotment

Groundwater

Golden State Water sources a portion of its water supply for the Orcutt service area from groundwater within the Santa Maria River Valley Groundwater Basin (the Basin). The Basin underlies approximately 184,000 acres of southern San Luis Obispo County and northern Santa Barbara County (DWR 2004). The Basin is bounded by the San Luis and Santa Lucia Ranges to the north, by the Solomon and Casmalia Hills to the south and southwest, and by the Pacific Ocean to the west (Todd Groundwater 2022). Within the Basin, groundwater is found in alluvium; dune sands; and the Orcutt, Paso Robles, Pismo, and Careaga Formations. Groundwater is unconfined throughout most of the Basin except for the coastal areas (DWR 2004).

Natural recharge to the Basin occurs from seepage losses from major streams, percolation of rainfall, and subsurface flow. Incidental recharge includes deep percolation of urban and agricultural return water, treated wastewater return, and septic tank effluent. Percolation of flow in Santa Maria River, controlled in part by releases from Twitchell Dam, provides recharge for the Santa Maria Valley portion of the Basin (DWR 2004).

In 2001, the Basin entered into adjudication, which is a legal process to allocate natural water supply to water producers within the Basin to address water supply shortages. The adjudication was established

through the 2005 Stipulated Judgment by the Superior Court of the State of California, County of Santa Clara (Stipulation). Under the Stipulation, the Basin was divided into three management areas: the Santa Maria Valley Management Area (SMVMA), Northern Cities Management Area, and the Nipomo Management Area (Todd Groundwater 2022).

The project site is located within the SMVMA. The Stipulation defines Overlying Rights for stipulating parties as “the prior and paramount right to use Native Groundwater.” Additional Appropriative Rights were defined for parties with rights to Native Groundwater “that is surplus to reasonable and beneficial uses of the Stipulating Parties that are Overlying Owners” (Todd Groundwater 2022).

The Stipulation identifies the four specific criteria that define a condition of severe water shortage in the SMVMA:

- chronic decline in groundwater levels (over period of not less than 5 years);
- groundwater levels below lowest recorded levels;
- groundwater level decline not caused by drought; and
- material increase in groundwater use during the 5-year period.

Groundwater levels in the Basin have varied over time as a result of climate conditions, availability of surface water, and changes in groundwater pumping. Historically, groundwater levels in the Basin generally declined between the years 1945 and 1977, recovered around the year 1986, and declined again until about 1992. In 1998, the Basin recovered to near historical high levels (Todd Groundwater 2022).

The Stipulation provides Golden State Water the following rights to water in the Santa Maria River Valley Groundwater Basin: a recognition of Golden State Water’s highest historical use of native groundwater from the Basin, the right to recapture a preset portion of the return flows from Golden State Water’s use of SWP in the Basin, and a 10,000 AFY share of the developed groundwater yield resulting from Twitchell Reservoir operations. Golden State Water’s highest historical use of native groundwater is based on their pumping in 1996, which was 9,960 acre-feet (AF). The pumping from Golden State Water over the past 5 years has ranged from 5,773 AFY to 6,788 AFY. However, Golden State Water retains its right to pump its entire allocation of the maximum historical amount of 9,960 AFY for all years (see Tables 4.14-3 through 4.14-5). The Stipulation establishes certain preset water shortage response measures in anticipation of reduced availability of groundwater.

Due to reduced releases from Twitchell Reservoir to the Cuyama River, groundwater levels within the Basin declined again around the year 2002. There were no Twitchell Reservoir releases in 11 of the last 19 years, including the years 2013 through 2016, resulting in groundwater declines. Releases from Twitchell Reservoir resumed for part of the year in 2017 and 2018, and for the entire year of 2019. The years with sufficient recharge helped replenish groundwater storage. In 2020, shallow and deep groundwater levels across most of the SMVMA remained slightly above historical low levels. Therefore, the groundwater level conditions observed in 2020 in the SMVMA did not meet Stipulation provisions defining a condition of severe water shortage (Todd Groundwater 2022).

State Water Project Return Flows

According to the Stipulation, described above, municipal water purveyors located within the SMVMA have rights to recover return flows from delivered SWP supplies. State Water Project return flows refers to the volume of SWP water that is estimated to return to the underlying groundwater basin through either irrigation or wastewater percolation. Golden State Water has the right to return flows of 45% of the delivered SWP. This SWP return flows allotment was used to determine normal conditions (see Table 4.14-3). SWP return flows are calculated as 45% of the SWP allocations (see Tables 4.14-4 and 4.14-5).

Supplemental Water – City of Santa Maria

Golden State Water has existing agreements to obtain additional imported water from the City. In the Orcutt Service Area UWMP, the amount of additional imported water is documented as 1,000 AFY of future City supply (see Table 4.14-3). Based on the contractual nature of this agreement, there is no expected decrease in dry years (see Tables 4.14-4 and 4.14-5).

4.14.1.2 Local

LAGUNA COUNTY SANITATION DISTRICT

The project site is located within the service area of the Laguna County Sanitation District (LCSD). The LCSD was established in 1958 and provides sewer services to the unincorporated community of Orcutt and some limited areas within the city limits of Santa Maria (Figure 4.14-2). The LCSD service area encompasses approximately 16.16 square miles. As of 2018, the LCSD serves approximately 12,031 service connections and a service population of approximately 33,326 people. All treated water is recycled and used for irrigation purposes. Existing LCSD infrastructure includes a total of 125.9 miles of sewer lines, including 21.4 miles of gravity trunk lines, 104 miles of gravity sewer mains, and 0.5 mile of force main. Construction of the sewer system began in 1905 and developed over time to meet the growing needs of the area (LCSD 2019).

The LCSD *Sewer Collection System Master Plan* (2019) provides an overview of the LCSD's sewer system hydraulic capacity and includes a capital improvement plan for future capacity upgrades. This plan evaluated results from a hydraulic sewer modeling software and modified the model settings based on updated population estimates, completed upsizing projects, and projected future development.

Future growth within the LCSD service area falls within three categories: development of Key Sites identified in the County of Santa Barbara's *Orcutt Community Plan* (County of Santa Barbara 1997), development outside of Key Sites, and infill accessory dwelling unit (ADU) development (LCSD 2019). The project site is designated as Orcutt Community Plan Key Site 26. The current County of Santa Barbara land use designations for the project site are General Commercial, Office and Professional, and Planned Residential Development (3.3 dwelling units per acre), which is intended for mixed-use development with a maximum of 3.3 dwelling units per acre. Based on the previously adopted Richard's Specific Plan, which identified future land uses within the project site, these land use designations could allow for the future development of up to 60,000 square feet of general commercial uses, 30,000 square feet of office-professional spaces, and 141 residential dwelling units onsite (County of Santa Barbara 1997). Under the Santa Barbara County Land Use and Development Code, the site is zoned Commercial (C-2), which is applied to provide retail business and commercial land uses for the residents of the surrounding community; this zoning designation allows for residential uses as a part of a mixed-use project.

Wastewater Reclamation Plant

The LCSD operates a wastewater reclamation plant (LCSD WWRP) to treat wastewater collected from its service area. The LCSD WWRP is located in the western portion of the LCSD service area, at the terminus of Dutard Street. The LCSD WWRP was constructed in 1959 and had an initial capacity of 1.6 million gallons per day (MGD). In 2004, improvements were conducted at the LCSD WWRP, which increased the capacity to 3.7 MGD.

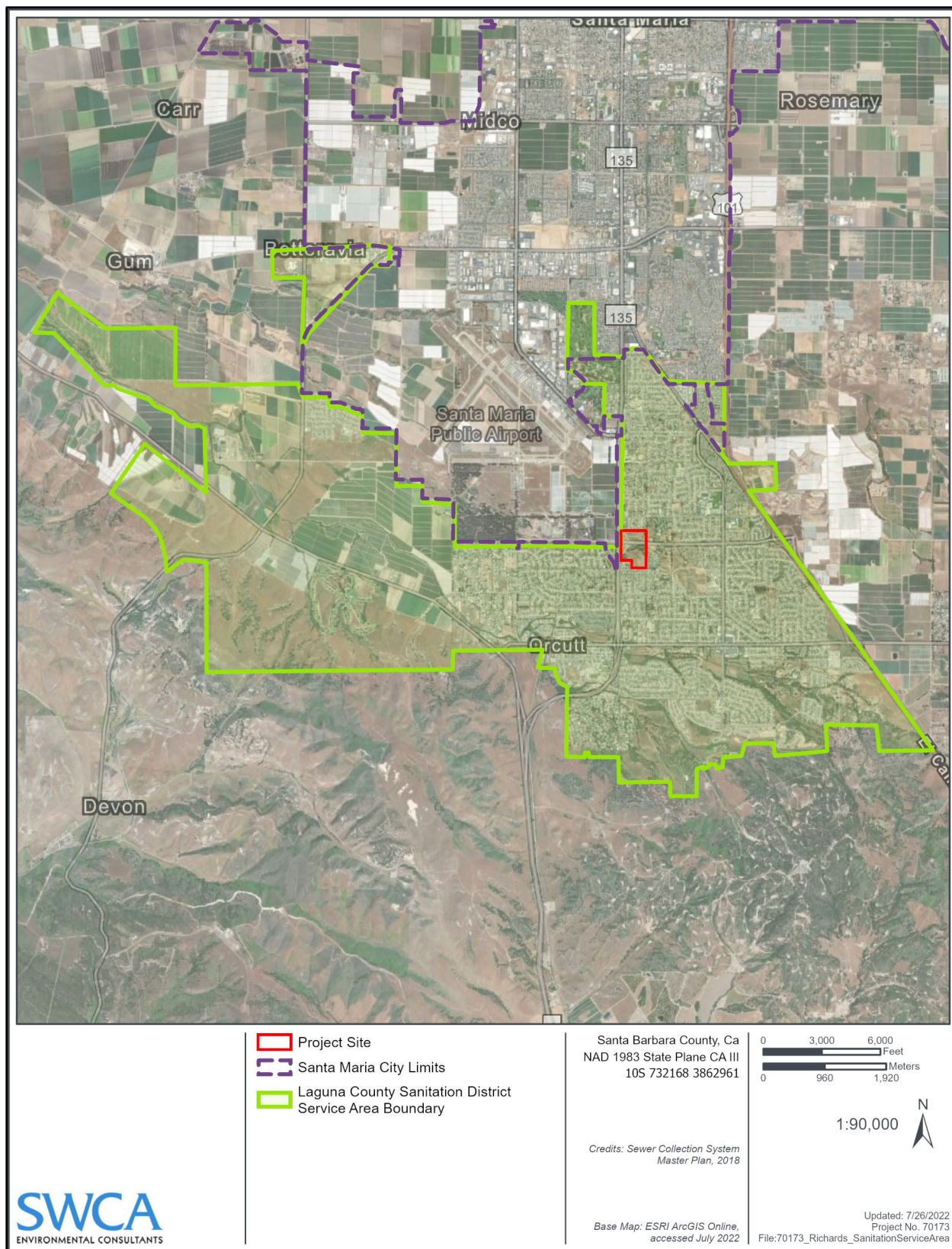


Figure 4.14-2. Laguna County Sanitation District service area.

The WWRP treats both low- and high-total dissolved solids (TDS) streams. Treatment for low- and high-TDS streams is conducted separately following preliminary treatment (i.e., screening, grit removal). Low-TDS treatment includes trickling-filter-based-biological treatment, secondary clarification, and membrane filtration. High-TDS treatment includes membrane bioreactor and reverse osmosis. Effluent from the low- and high-TDS treatment systems undergoes ultraviolet disinfection, and the primary and secondary sludge are digested in anaerobic digesters. The digested sludge is dewatered in sludge drying beds and the cake from sludge drying beds is periodically collected and sent to a composting facility. The effluent from the high-TDS treatment system, resulting from reverse osmosis, is disposed into a Class 1 nonhazardous injection well, which is regulated by the USEPA. Recycled water is either distributed to user sites or stored in reservoirs for future irrigation or distribution, and is not discharged into any waterbodies.

The WWRP is regulated by the Central Coast Regional Water Quality Control Board (RWQCB) under Waste Discharge Requirements and Master Reclamation Plant Order 01-042. The injection well is regulated by USEPA permit CA/000001. Because the plant does not discharge to a waterbody or watercourse, it operates following the Waste Discharge Requirements as opposed to National Pollutant Discharge Elimination System (NPDES) permit (CH2MHill 2010).

Existing and Projected Wastewater Flows

The LCSD has prepared the *2019 Sewer Collection System Master Plan* (LCSD 2019) to evaluate existing and future wastewater flows and identify necessary system improvements to adequately provide long-term wastewater services to the LCSD service area. Future growth within the LCSD service area includes the development of Key Sites identified in the County of Santa Barbara Orcutt Community Plan (County of Santa Barbara 1997) and the assumption of buildout of ADUs.

In August 2008, two permanent flow meters were installed to measure the influent flows to the WWRP. Data from these meters were used to determine historical flow rate conditions between the years 2009 and 2018. Using the historical metered data, modeling was conducted to determine the average dry weather flow and dry weather peaking factor of wastewater collected and sent to the WWRP in 2019. Modeling was also conducted to estimate the average future wastewater flows within the LCSD service area based on the future design scenario, which includes existing flows and future buildout of Orcutt Community Plan Key Sites, full buildout of existing developed parcels based on their land use zoning designations, infill of existing undeveloped parcels based on their land use zoning designations, 10% ADU buildout, buildout of the Santa Maria Airport Business Park, and other recognized projects (LCSD 2019). The results of the modeling are shown in Table 4.14-6, below.

As shown in Table 4.14-6, the average dry weather flows in 2019 were 2.56 MGD, and the peak flows were 4.8 MGD for dry weather conditions and 6.41 MGD for wet weather conditions. Future dry weather flows are estimated to be 5.0 MGD and the future peaks flows are estimated to be 10.96 MGD for dry weather conditions and 12.32 MGD for wet weather conditions (LCSD 2019).

Table 4.14-6. Summary of 2019 and Future Average and Peak Wastewater Flows

Scenario	Average Flow (MGD)	Peak Flows (MGD)
2019 Dry Weather	2.56	4.80
2019 Wet Weather	--	6.41
Future Dry Weather	5.00	10.69
Future Wet Weather	--	12.32

Source: LCSD (2019)

In addition, Table 4.14-7 summarizes the existing wastewater flows in 2019 and future wastewater flows for the LCSD service area in gallons per day (gpd).

Table 4.14-7. Summary of 2019 Wastewater Flows and Future Wastewater Flows

Development	2019 Average Day Scenario (gpd)	Future Average Day Scenario (gpd)
Single family	1,928,300	1,928,300
Multi-family	341,760	341,760
Commercial	155,920	157,480
School	142,475	142,475
Key Sites	--	1,798,679
Other development	--	465,508
Infill (undeveloped)	--	186,340
Infill (developed)	--	56,465
Infill ADUs (10%)	--	152,012
Total (gpd)	2,568,455	5,229,019

Source: LCSD (2019)

CITY OF SANTA MARIA SOLID WASTE DISPOSAL

The City provides solid waste services to residents and businesses within the city. Residents and businesses are required to participate in the City's solid waste collection services. The City provides voluntary recycling services to residents; 94% of City residents participate in these services. The City also provides voluntary green waste services in which yard materials collected from the green waste program are diverted from the landfill and recycled into mulch and compost (City of Santa Maria 2022).

Santa Maria Regional Landfill

The Santa Maria Regional Landfill is located at 2065 East Main Street in the northeastern portion of the city. The Santa Maria Regional Landfill has a total area of 290.88 acres, a disposal area of 247.1 acres, and a maximum disposal rate of 6,006 tons per week. The Santa Maria Regional Landfill currently has a maximum permitted capacity of 13,998,400 cubic yards. Types of wastes accepted at this facility include mixed municipal waste, green waste, construction and demolition waste, agricultural waste, industrial waste, and metals. As of April 2021, the Santa Maria Regional Landfill has 1,477,580 cubic yards of remaining capacity. The Santa Maria Regional Landfill is anticipated to reach capacity and cease operations in January 2028 (California Department of Resources Recycling and Recovery [CalRecycle] 2021).

The 36-acre active area of the Santa Maria Regional Landfill, which is designated as Cell 1, is planned to be expanded in capacity to extend its anticipated closure year from 2027 to 2028 (City of Santa Maria 2021b). The Cell 1 area has been receiving waste since late November 2002. Once disposal operations are completed in the Cell 1 area footprint, disposal operations would move to the City's Integrated Waste Management Facility (IWMF) located at Los Flores Ranch, approximately 7 miles south of the Santa Maria Regional Landfill, if ready, or to the approximately 25-acre Cell 2 area located in the southeastern portion of the existing landfill.

In April 2021, to avoid the development of the Cell 2 area in the near term and allow for additional time needed to permit the Los Flores IWMF, the City approved the proposed extension of the Cell 1 disposal

area within the Santa Maria Regional Landfill. The extension added approximately 9.5 acres of Class III disposal lined area to the existing 36-acre area (City of Santa Maria 2021b).

Los Flores Integrated Waste Management Facility

The City has permitted the Los Flores IWMF for its future solid waste disposal needs. The Los Flores IWMF would be a Class III Landfill and would receive waste from urban and rural areas of northern Santa Barbara County, with the capacity to receive waste from southern Santa Barbara County as necessary. The area where waste will be disposed is expected to cover 255 acres during its 90 years or greater operational life (City of Santa Maria 2019).

However, the infrastructure development of this facility has been delayed due to reconciliation of the requirements of closed oil wells within the permitted disposal footprint and due to the current economic environment. The finalization of the plans and specifications for construction of the infrastructure to open the IWMF is expected to be complete in 2024 or 2025 (City of Santa Maria 2021b).

ELECTRICITY AND NATURAL GAS

Upon annexation, the project site would be within the Santa Maria city limits. In 2021, the City partnered with Central Coast Community Energy (CCCE), which is a community choice energy agency. Community choice energy agencies allow local governments to procure power on behalf of their residents, businesses, and municipal accounts from an alternative supplier while still receiving transmission and distribution service from their existing utility provider (in this case, the Pacific Gas and Electric Company [PG&E]). This is typically an attractive option for communities that want more local control over their electricity sources, more clean energy than is offered by their default utility, and/or lower electricity prices. As a public agency, CCCE is governed by a Policy Board and Operations Board, on which every member jurisdiction (including the City) has at least one representative to provide their community's input on important decisions (Central Coast Community Energy 2022). 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 (CCCE 2019).

Natural gas in the city of Santa Maria is provided by Southern California Gas Company (SoCalGas), which has a service area of 24,000 square miles in central and southern California and provides natural gas services to 21.8 million consumers (SoCalGas 2022).

PROJECT SITE

The 43.75-acre project site is currently undeveloped. The western portion of the project site is crossed in a north-south direction by Orcutt Road and the central portion of the site is crossed in an east-west direction by Union Valley Parkway (UVP). There is an existing natural gas line located within the portion of Orcutt Road and UVP that runs through the project site. There is an existing 10-inch asbestos concrete (AC) water line, an existing 12-inch ductile iron pipe (DIP) water line, and an existing electrical line located along the western property boundary. There is also existing storm drain infrastructure located within roadways throughout the site. No existing sewer lines are located within the project site. Figure 4.14-3 shows existing utility infrastructure at the project site.

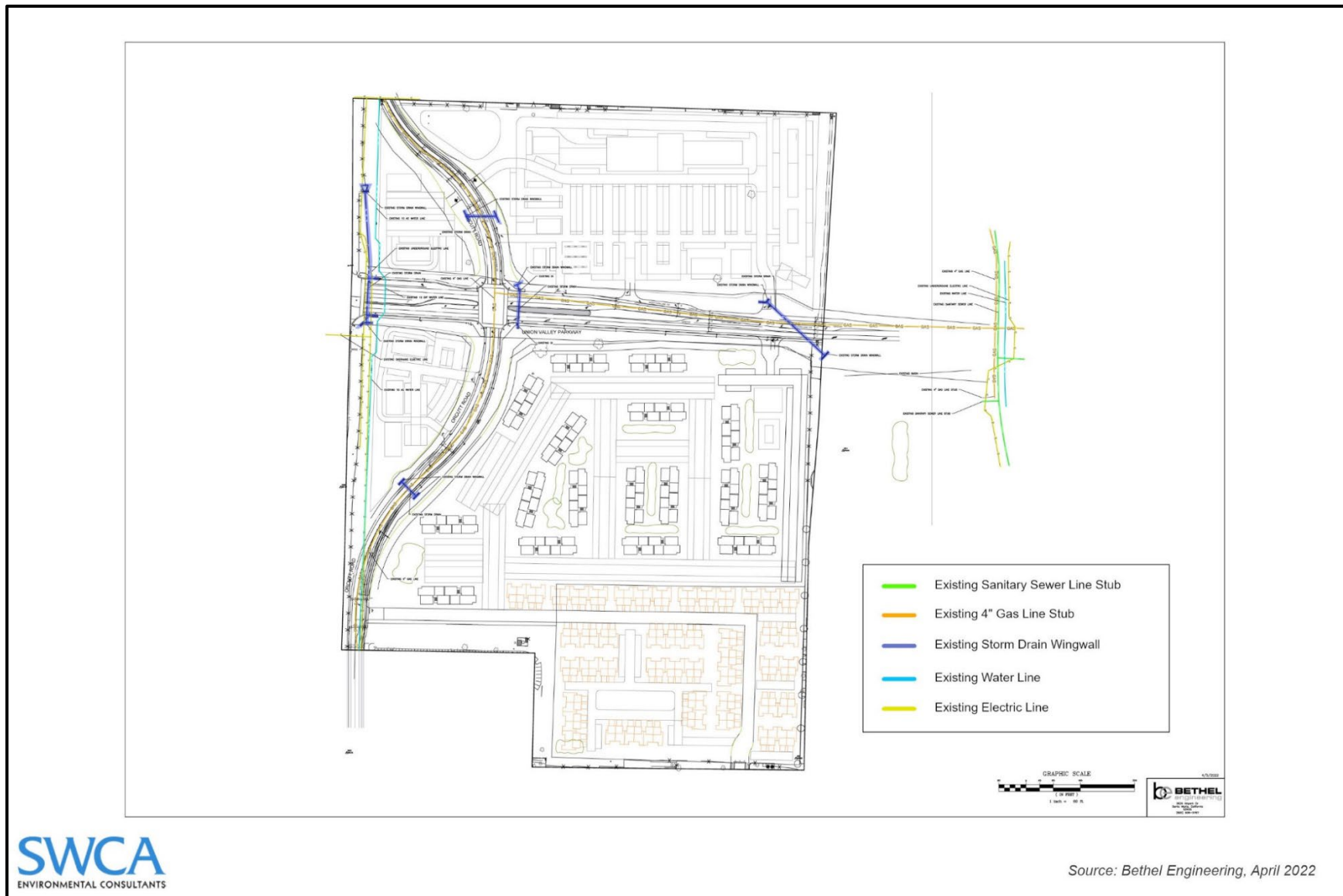


Figure 4.14-3. Proximate existing utility infrastructure.

4.14.2 Regulatory Setting

4.14.2.1 Federal

SAFE DRINKING WATER ACT

The purpose of the Safe Drinking Water Act (SDWA) is to protect public health by regulating the nation's public drinking water supply. The SDWA authorizes the USEPA to set national health-based standards for drinking water to protect against both naturally occurring and human-made contaminants that may be found in drinking water. Potential contaminants include improperly disposed chemicals, animal wastes, pesticides, human threats, wasted injected underground, and naturally occurring substances. In addition, drinking water that is not properly treated may pose a threat to human health. The SDWA applies to all public water systems across the nation. The USEPA, individual states, and water systems work in coordination to ensure that these standards are met. The USEPA identifies potential contaminants, determines an allowable maximum contaminant level, and enforces water quality standards. Golden State Water is subject to these water quality standards.

4.14.2.2 State

SUSTAINABLE GROUNDWATER MANAGEMENT ACT

The Sustainable Groundwater Management Act (SGMA), enacted as of January 1, 2015, provides a framework for sustainable management of groundwater resources by local agencies and lays out a process and timeline for local agencies to achieve sustainability. SGMA is directed at groundwater basins or subbasins that have been designated by DWR as medium or high priority. Of the 515 groundwater basins in California, 127 were assigned high and medium priority. The project site overlies the Santa Maria Groundwater Basin (DWR Basin 3-012), which has been designated high priority (DWR 2018). SGMA has different requirements for basins that have been, or are being, adjudicated. Among other requirements, watermasters or local agencies in adjudicated basins must submit to DWR an annual report with particular information included, for the portion of the basin subject to the adjudication. The Stipulation requires that the Twitchell Management Authority complete an annual report to assess and account for water demand and supply for the Santa Maria Groundwater Basin.

URBAN WATER MANAGEMENT PLANNING ACT

The Urban Water Management Planning Act (Water Code Sections 10610 et seq.) requires that every supplier providing water for municipal purposes to more than 3,000 customers, or suppliers supplying more than 3,000 AF of water annually to prepare an Urban Water Management Plan (UWMP) every 5 years. Golden State Water and the City are subject to this requirement.

Each plan is required to include a description of the service area, existing and planned sources of water available to the supplier, how much water the agency has on a reliable basis, how much water the agency needs for the foreseeable future, what the agency's strategy is for meeting its water needs, the challenges facing the agency, and any other information necessary to provide a general understanding of the agency's plan. In addition, every urban water supplier is required to prepare and adopt a water shortage contingency plan as part of its UWMP that includes, but is not limited to, an analysis of water supply reliability over a 20-year planning timeframe, the procedures used in conducting an annual water supply and demand assessment, definition of standard water shortage levels corresponding to progressive ranges of up to 50% shortages and greater than 50% shortages, and shortage response actions that align with the defined shortage levels.

CALIFORNIA SENATE BILL 610

In 1995, the California State Legislature required Cities and Counties to consider information provided by water suppliers when acting on applications for large-scale residential, commercial, hotel, industrial, or mixed-use projects. If a project requires an environmental impact report (EIR) under the California Environmental Quality Act (CEQA), the public water suppliers must assess whether its total projected water supplies will meet the projected water demand from the proposed development project. SB 610 was enacted in 2002 and expands the requirement for public water systems to prepare supply assessments for large-scale projects. SB 610 requires additional assessment of whether available water supplies are sufficient to serve the demand generated by a proposed project, as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under average normal year, single dry year, and multiple dry year conditions. In accordance with this law, a Water Supply Assessment was prepared to support the analysis in this EIR (see Appendix K).

CALIFORNIA BUILDING CODE AND GREEN BUILDING STANDARDS

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 is adopted every 3 years by the Building Standards Commission.

“Green” building standards are virtually indistinguishable from any other building standards, are contained in the CBC, and regulate the construction of new buildings and improvements. Whereas the focus of traditional building standards has been protecting public health and safety, the focus of green building standards is to improve environmental performance. The green building standards were most recently updated in May 2018, and are detailed in the 2019 California Green Building Standards Code (CALGreen). CALGreen Sections 4.408 and 5.408 require the diversion of at least 75% of the construction waste generated during construction.

CALIFORNIA INTEGRATED WASTE MANAGEMENT ACT OF 1989

The California Integrated Waste Management Act (AB 939) was originally enacted to require Cities and Counties to divert 25% of waste streams by the year 1995, and 50% by the year 2000. Later legislation mandates the 50% diversion requirement to be achieved each year. Specifically, the act requires Counties and Cities to adopt a Source Reduction and Recycling Element of their Waste Management Plans to describe actions to be implemented to achieve waste reduction goals (Public Resources Code [PRC] Section 41750). CalRecycle oversees and provides assistance to local governments as they develop and implement plans to meet the mandates of the Integrated Waste Management Act and subsequent legislation.

ASSEMBLY BILL 1327

The California Solid Waste Reuse and Recycling Access Act (AB 1327) requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, institutional building, marina, or residential buildings having five or more living units to provide an adequate storage area for the collection and removal of recyclable materials. The sizes of these storage areas are to be determined by the appropriate jurisdictions’ ordinance. If no such ordinance exists with the jurisdiction, the CalRecycle model ordinance shall take effect.

ASSEMBLY BILL 341

The Mandatory Commercial Recycling Program (AB 341) authorizes CalRecycle to develop and adopt regulations for mandatory commercial recycling. AB 341 requires all commercial businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. In addition, all multi-family homes with more than five units are also required to have a recycling program in place.

SENATE BILL 1374

SB 1374 was implemented to assist jurisdictions with diverting construction and demolition waste material. Per SB 1374, Section 41821 of the PRC requires public agencies to include a summary of the progress made in diverting construction and demolition waste according to diversion goals included in AB 939. Per SB 1374, PRC Section 41850 authorizes CalRecycle to fine jurisdictions that do not meet the required goals. Additionally, per SB 1374, PRC Section 42912 requires that CalRecycle adopt a model ordinance for diverting 50% to 75% of all construction and demolition waste from landfills.

SENATE BILL 1383

Approved in September 2016, the California Short-Lived Climate Pollutant Reduction Law (SB 1383) establishes methane reduction targets for California through reductions in disposal of organic waste in landfills, including edible food. Organic waste represents a significant source of local air quality pollutants and a notable source of greenhouse gas (GHG) emissions. SB 1383 requires 20% of edible food that would otherwise be disposed of via landfills or composting be recovered for human consumption by 2025.

4.14.2.3 Local

CITY OF SANTA MARIA GENERAL PLAN RESOURCES MANAGEMENT ELEMENT

The *City of Santa Maria General Plan Resources Management Element*, adopted in 1996 and amended in 2001, serves as a long-range planning document that provides goals, policies, objectives, and programs to address the conservation and preservation of natural resources, public facilities and services, and park and recreation facilities to provide for existing and future populations. The following goals, policies, and objectives are included in the Resources Management Element to address water, wastewater, and solid waste facilities within the City's jurisdiction:

Solid Waste

Goal 10 – Public Safety Facilities and Services. Provide comprehensive public safety and public services.

Policy 10.1.a(1). Provide police and fire protection, library resources, solid waste disposal, and other municipal services which meet or exceed the existing and future needs of the residents in the service area.

Objective 10.1.d(1). Comprehensive Solid Waste System. Provide a comprehensive solid waste collection/disposal system to meet the existing and future solid waste demands in the service area.

Objective 10.1.d(2). Waste Diversion Requirements. Locate a material recovery facility (MRF), transfer station and/or compost facility at the landfill to facilitate waste and disposal operations during and after landfill closure, and to facilitate the attainment of waste diversion requirements specified in AB 939.

Objective 10.1.d(3). Reduction of Waste through Community Design. Improve resources and minimize waste through community design.

Objective 10.1.d(4). Solid Waste Disposal. Support the regional efforts of Santa Barbara County to site a new landfill or other solid waste facility in northern Santa Barbara County by the end of the planning period (2010).

Water and Wastewater

Goal 11 – Public Infrastructure. Develop a comprehensive system of public infrastructure that maintains a high level of service.

Policy 11. Provide necessary public infrastructure to ensure reliable delivery of water, the collection, treatment and disposal of wastewater, and the conveyance, retardation, and recharge of surface drainage.

Objective 11.1.a(1). Water System. Maintain and improve the existing water system so that it is capable of meeting the daily and peak demands of existing and future City residents and businesses.

Objective 11.1.a(2). Water System. Maintain City-required water storage standards for emergency water service and fire flow pressure requirements.

Objective 11.1.a(3). State Water Infrastructure. Provide the infrastructure necessary to ensure the adequate delivery and treatment of State Water by 1996.

Objective 11.1.b. Wastewater Collection, Treatment, and Disposal. Maintain a wastewater collection, treatment and disposal system which is capable of meeting the daily and peak demand of existing and future City residents and businesses.

CITY OF SANTA MARIA URBAN WATER MANAGEMENT PLAN 2020 UPDATE

The City of Santa Maria UWMP describes the City's water supply, water demands, water reliability, and water conservation efforts. The Santa Maria UWMP also provides estimated population growth and associated water demand through the year 2045, and serves as a long-range planning document for the City.

In 2020, the City had an estimated population of 107,353 and served water to 22,888 homes, businesses, and other facilities. Currently, the City obtains its water from the following sources: SWP surface water and groundwater, and groundwater that is pumped from the Basin to the surface with several wells. These sources are projected to reliably meet the projected water demand of existing and projected future land uses within the city limits through the year 2045 (Provost and Pritchard Consulting Group 2021).

The City has special water conservation programs that can be implemented in the event of drought or other water supply issues. The City is also prepared to respond to a water supply interruption due to an emergency. These measures are documented in an updated Water Shortage Contingency Plan, which is included in the City of Santa Maria UWMP. The City is not anticipated to experience water shortages unless there is a catastrophic interruption of supply (Provost & Pritchard Consulting Group 2021).

ORCUTT SERVICE AREA 2020 URBAN WATER MANAGEMENT PLAN

The Orcutt Service Area UWMP documents water sources, water demands, water reliability planning, and water demand management within the Orcutt service area through the year 2045. The Orcutt Service Area UWMP is an update to Golden State Water's 2015 Orcutt System UWMP and presents new data and analysis as required by the California DWR and the California Water Code since 2015. The Orcutt

Service Area UWMP is also a comprehensive water planning document that describes existing and future supply reliability, forecasts future water uses, presents demand management progress, and identifies local and regional cooperative efforts to meet projected water use.

The Orcutt Service Area UWMP is designed to be a valuable water management and planning tool to guide and inform Golden State Water's managers, its customers, and the State of California about its water management practices. It reflects Golden State Water Company's planning assumptions and goals and should be used in combination with other planning resources and documents over the UWMP planning horizon (Tully and Young 2021).

LAGUNA COUNTY SANITATION DISTRICT SEWER COLLECTION SYSTEM MASTER PLAN

The LCSD 2019 Sewer Collection System Master Plan is a capital improvement plan prepared in February 2019 that provides a roadmap for providing additional hydraulic capacity for LCSD's sewer system in accordance with the State Water Resources Control Board (SWRCB) Statewide General Waste Discharge Requirements for Sanitary Sewer Systems (order no. 2006-0003-DWQ). The recommended capital improvement projects are based on sewer duty factors, peaking factors, and sewer loading criteria for projected future flows. When proposed developments are submitted to the LCSD for plan review, the LCSD uses the sewer model to evaluate the existing infrastructure's capacity to serve the proposed development, which may result in the need for additional capital improvements.

4.14.3 Thresholds of Significance

The following thresholds of significance for the environmental effects related to utilities and service systems are based on Appendix G of the State CEQA Guidelines. An impact is considered significant if the project would:

- a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
- c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- 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.
- e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Each of these thresholds is discussed under Section 4.14.5, Project-Specific Impacts and Mitigation Measures, below.

4.14.4 Impact Assessment Methodology

The following impact assessment evaluates the potential for the proposed project to require new or relocated utility infrastructure or exceed existing utility infrastructure capacities. The assessment in this section is based in part on information found within the *City of Santa Maria Urban Water Management Plan 2020 Update* (Provost and Pritchard Consulting Group 2021), *Orcutt Service Area 2020 Urban*

Water Management Plan (Tully and Young 2021), *Laguna County Sanitation District Sewer Collection System Master Plan* (LCSD 2019), and the *Final Water Supply Assessment for Richards Ranch, City of Santa Maria* (Todd Groundwater 2022; see Appendix K). The project's potential to result in significant impacts related to utilities and service systems was evaluated by determining if growth associated with the project would require new or relocated utility infrastructure or exceed existing infrastructure capacity. The analysis contained in this section is also based in part on information acquired through correspondence between the City and both the LCSD and Golden State Water.

4.14.5 Project-Specific Impacts and Mitigation Measures

Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The project would require expanded utility infrastructure, including potable water, wastewater, stormwater, and other utilities, such as natural gas, electricity, telephone, and cable/data service. Future development of the project site would require a full range of onsite infrastructure improvements as well as several improvements that would be necessary outside of the boundaries of the 43.75-acre project site. Existing utility infrastructure and proposed improvements are described in detail below.

WATER

Delivery of potable water to the project site would be provided by Golden State Water. Proposed onsite water delivery infrastructure would include an internally looped system of 8-inch public water main line, which would provide potable water and fire suppression water supplies within the project site. These water lines would be routed below the proposed public roads within the project site. Individual service connections would connect to the 8-inch domestic main lines. Water lines are proposed to be routed within private driveways, streets, or easements and would include fire hydrants located adjacent to roadways and spaced as required by state law and the City Fire Marshal.

In addition, it is anticipated that Golden State Water would require that the water main lines under Orcutt Road and UVP be upgraded to larger-capacity water main lines to accommodate the development of the project site. Golden State Water has not identified the exact size nor extent of these water main upgrades. Based on the best available information provided by Golden State Water, it is assumed that the water main upgrades would be limited to pipelines that would be replaced underneath paved roads and/or within existing roadway rights-of-way.

WASTEWATER

Wastewater generated from future uses on the project site would be conveyed to existing sewer system infrastructure within public right-of-way along Orcutt Road and then would be conveyed to the LCSD WWRP, located at 3500 Black Road, where it would be treated.

The anticipated sewer connection for the project is LCSD sewer manhole ID MH1010, located near the northwest corner of the project site in Orcutt Road (adjacent to the driveway of the property located at 4174 Orcutt Road). Based on a letter provided from LCSD in May 2022, LCSD analyzed its existing infrastructure capacity to convey and treat project wastewater flows. Assuming the project would result in approximately 124,266 gallons of wastewater flow per day, the existing downstream sewer pipe would need to be upsized from a 6-inch-diameter pipe to an 8-inch-diameter pipe from MH1010 to Foster Road (approximately 675 feet of pipeline), but the remainder of the downstream sewer pipeline would have

adequate capacity to serve the project's projected wastewater flows (LCSD 2022). Fees associated with upsizing the 6-inch-diameter pipe would be paid by the project site developers if and when final improvement plans are approved by the City.

Wastewater generated from the project would be treated at the LCSD WWRP, and the flows contributed by the project would not result in an exceedance of the reclamation plant's capacity or effluent water quality standards set forth by the RWQCB (LCSD 2022). Future development of the project site would be subject to connection fees, which would serve to financially offset the project's demand on LCSD facilities.

STORMWATER

The project would be required to collect and manage stormwater generated by any future residential and/or commercial use areas onsite. Road and driveway sections would be designed to include roadside low-impact development areas to treat and manage stormwater runoff. Inlets and/or catch basins would also be integrated within these areas for larger storm event overflow. Storm drain inlets/culverts would be added and spaced appropriately to collect and convey large storm event overflow runoff toward proposed downstream basins. Some existing offsite areas currently drain toward and onto the project site as run-on. The associated flows from these areas would be collected in swales and/or storm drain culverts along the perimeter of the project site and conveyed around the future development areas.

ELECTRICITY AND NATURAL GAS

The project site's electricity infrastructure and distribution would be provided by PG&E, likely in conjunction with CCCE. Existing PG&E overhead service lines serve the general project vicinity. New, underground service lines would be placed in or adjacent to the right-of way of existing and proposed roadways within the project site boundaries.

SoCalGas would provide natural gas distribution to the project site. Existing SoCalGas lines are located within the project site along Orcutt Road and UVP. The project would establish new connections to this existing infrastructure. The project is not anticipated to result in electricity or natural gas demand that would trigger the need for construction of new or expanded infrastructure offsite.

INTERNET, TELEPHONE, AND CABLE TV SERVICES

The project would rely on Frontier Communications for telephone and data services, and Comcast for cable television and associated data services. Future connections with these service providers are not anticipated to result in the need for construction of new or expanded infrastructure.

Construction

Future development of the project site would include construction of new utility infrastructure onsite and expansion of existing offsite infrastructure, as described above. Construction and installation of utility infrastructure would require preparation and implementation of a Stormwater Pollution Prevention Plan with construction best management practices for short- and long-term erosion control in accordance with RWQCB requirements. Construction crews would also be required to comply with California Code of Regulations Title 22, which regulates the use, storage, and transport of hazardous materials, and Health and Safety Code Division 20, Chapter 6.95, which requires the preparation and implementation of a Hazardous Material Release Response Plan and the preparation of a Hazardous Materials Inventory for materials used and stored at the site.

Construction and installation of new and expanded utility infrastructure would have the potential to result in potentially significant impacts associated with air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrological and water quality, and noise, as discussed in Chapter 4, Environmental Impacts Analysis of this document. Mitigation Measures AQ/mm-1.1 and 1.2; BIO/mm-1.1 through 1.5 and BIO/mm-2.1, 3.1, 4.1, 5.1, and 11.1; CR/mm-2.1; GEO/mm-5.1 and 9.1; HAZ/mm-2.1 and 2.2; HYD/mm-1.1 and 1.2; and NOI/mm-1.1 have been identified to reduce potential impacts associated with construction of future uses onsite, including construction and installation of new utility infrastructure within the boundaries of the 43.75-acre site, as well as construction of the utilities and infrastructure that have been identified beyond the 43.75-acre site (see Chapter 2, Project Description). Construction and implementation of the infrastructure improvements that are required beyond the 43.75-acre project site would occur within existing roadway rights-of-way in areas that have been previously disturbed as a result of previous roadway construction. With adherence to applicable state and local regulations and implementation of identified mitigation measures, potential impacts related to proposed construction of new or expanded utility infrastructure would be *less than significant with mitigation*.

Operation

Following installation of the new and expanded utility infrastructure detailed above, water infrastructure would be maintained by Golden State Water, sewer system infrastructure would be maintained by LCSD, electricity infrastructure would be maintained by PG&E, and natural gas infrastructure would be maintained by SoCalGas. A Homeowners Association (HOA) would be established for future residential neighborhoods onsite and would be responsible for maintenance of stormwater infrastructure within the residential areas onsite, and commercial property owners would be responsible for maintenance of stormwater infrastructure on their property. Maintenance and repair trips associated with maintenance of new utility infrastructure would occur on an as-needed basis and are not anticipated to generate a substantial number of vehicle trips that could result in an adverse quantity or concentration of criteria air pollutants or GHG emissions. Electricity and natural gas would be provided by PG&E and SoCalGas, respectively, which use clean energy sources to meet GHG-reduction goals implemented by the State and the County. Therefore, operation of new and expanded utility infrastructure would not result in long-term impacts related to aesthetics, agricultural resources, air quality, biological resources, cultural and tribal cultural resources, energy use, GHG emissions, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire, and operational impacts would be *less than significant*.

USS Impact 1
The project would require the construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunications facilities.
Mitigation Measures
Implement Mitigation Measures AQ/mm-1.1 and 1.2; BIO/mm-1.1 through 1.5 and BIO/mm-2.1, BIO/mm-3.1, BIO/mm-4.1, BIO/mm-5.1, and BIO/mm-11.1; CR/mm-2.1; GEO/mm-5.1 and 9.1; HAZ/mm-2.1 and 2.2; HYD/mm-1.1 and 1.2; and NOI/mm-1.1.
Residual Impacts
With implementation of Mitigation Measures AQ/mm-1.1 and 1.2; BIO/mm-1.1 through 1.5 and BIO/mm-2.1, BIO/mm-3.1, BIO/mm-4.1, BIO/mm-5.1, and BIO/mm-11.1; CR/mm-2.1; GEO/mm-5.1 and 9.1; HAZ/mm-2.1 and 2.2; HYD/mm-1.1 and 1.2; and NOI/mm-1.1, residual impacts would be <i>less than significant</i> .

Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Domestic water supply services for future development onsite would be provided by Golden State Water. As shown in Tables 4.14-3 through 4.14-5, the Golden State Water Orcutt service area is projected to have a water supply between 11,000 AFY and 11,423 AFY depending on drought conditions (Todd Groundwater 2022).

The project site is currently vacant and does not require potable water use. The project includes the pre-zoning of the project site and annexation of the property into the Santa Maria city limits. The conceptual development plan would allow for the future development of approximately 131,100 square feet of commercial development, including a retail center, a gas station, a drive-through restaurant, and a mini storage facility and 495 multi-family units, including 400 apartments and 95 townhomes. Table 4.14-8 identifies the project's estimated water demand based on the type and amount of proposed land uses identified in the conceptual development plan.

Table 4.14-8. Proposed Project Water Demand

Proposed Land Use	Water Duty Factor (AFY/Unit)	Number of Units	Gross Demand (AFY)	Consumptive Use Factor	Water Demand (AFY)
400 apartment units at 20/acre	0.23	400	92	0.7	64.4
95 townhomes at 10/acre	0.25	95	23.75	0.7	16.63
10.06 acres of retail/grocery	3.3	1	3.3	0.7	2.31
4.14 acres of retail/food (180,338 square feet/1,000 square feet)	0.11	180	20	0.7	13.89
2 acres of mini storage (87,120 square feet/1,000 square feet)	0.11	87	10	0.7	6.71
Total Demand			149.05	0.7	103.94

Source: Todd Groundwater (2022)

As shown in Table 4.14-8, future development of uses identified in the conceptual development plan would have an estimated water demand of 103.94 AFY at full buildout around the year 2026. The existing water demand for the Golden State Water Orcutt service area is projected to be between 6,105 and 6,267 AFY between the years 2025 and 2030. Therefore, the project's water demand in conjunction with the existing service area's water demand would result in a total water demand between 6,209 and 6,371 AFY at the time of full project buildout between the years 2025 to 2030 (Todd Groundwater 2022).

Based on the lowest projected available water supply of 11,000 AFY during extreme drought conditions, Golden State Water would have adequate water supply to serve the proposed project and its existing service area. The projected water demand for the existing Golden State Water Orcutt service area in 2045 is estimated to be 6,776 AFY (Todd Groundwater 2022). With the additional water demand generated by the proposed project, the total estimated water demand of the Orcutt service area in 2045 would be 6,880 AFY. Therefore, Golden State Water would have adequate water supply to serve the future demands of the proposed project and its existing service area.

In addition, Golden State Water has issued a will-serve letter to provide domestic and fire protection water services for the proposed project (Golden State Water 2022). Based on current and projected water supply data provided in the Orcutt Service Area UWMP and estimated water demand for future buildout of land uses on the project site, Golden State Water would have sufficient water supply to serve the water

demand generated by the proposed project and the existing service area during normal, single dry year, and multiple dry years conditions; therefore, impacts would be *less than significant*.

USS Impact 2
Golden State Water would have sufficient water supply to serve the water demand generated by the proposed project and the existing service area during normal, single dry year, and multiple dry years conditions.
Mitigation Measures
<i>Mitigation is not required.</i>
Residual Impacts
<i>Residual impacts related to sufficient water supply would be less than significant.</i>

Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The project's wastewater service needs would be provided by the LCSD. Wastewater from the project would be collected through the LCSD's sewer collection system and would be treated at the WWRP. Implementation of the project would result in approximately 131,100 square feet of commercial development, 400 apartments, and 95 townhomes, which would increase the demand on existing LCSD wastewater infrastructure and facilities. Buildout of the project site is anticipated to occur over a span of 3 years. Table 4.14-9 summarizes the project's wastewater flows and associated increase in demand on the LCSD.

As shown in Table 4.14-9, full buildout of the project would result in approximately 134,265 gpd of wastewater flows that would be collected and treated by LCSD. The *2019 Sewer Collection System Master Plan* (Sewer System Master Plan) defines the future growth scenario for the LCSD service area as the development of Key Sites identified in the County of Santa Barbara *Orcutt Community Plan* and the buildout of ADUs (LCSD 2019). As identified in Table 4.14-7, future wastewater flows for the LCSD service area are projected to be 5,229,019 gpd, including 341,760 gpd for multi-family residential land uses and 155,920 gpd for commercial land uses. The project site is identified as Key Site 26 (Richards Ranch) in the Orcutt Community Plan; therefore, the increase in wastewater flows from buildout of this site has been generally accounted for in the Sewer System Master Plan. Based on the letter provided by LCSD in May 2022, LCSD has adequate treatment and discharge capabilities to serve the project, and wastewater flows resulting from buildout of future residential and commercial land uses onsite would not result in effluent produced by the LCSD WWRP to exceed RWQCB standards (LCSD 2022).

Table 4.14-9. Proposed Project Wastewater Demand

Proposed Land Use	Sewer Duty Factor	Unit	Max Day Factor	Modeled Daily Flow (gpd)
Single-family residential	220 gpd/connection	95 units	1.152	24,077
Multi-family residential	178 gpd/connection	400 units	1.152	82,022
General commercial	1,500 gpd/acre	16.3 acres	1.152	28,166
Total Demand (gpd)				134,265

Source: LCSD (2022)

The assumed sewer connection for this development is LCSD sewer manhole ID MH1010, located near the northwest corner of the project site in Orcutt Road (adjacent to the driveway of the property located at 4174 Orcutt Road). Based on a letter provided from LCSD in May 2022, LCSD analyzed its existing infrastructure capacity to convey and treat project wastewater flows. Assuming the project would result in approximately 124,266 gallons of wastewater flow per day, the existing downstream sewer pipe would need to be upsized from a 6-inch-diameter pipe to an 8-inch-diameter pipe from MH1010 to Foster Road (approximately 675 feet of pipeline), but the remainder of the downstream sewer pipeline would have adequate capacity to serve the project's projected wastewater flows (LCSD 2022). Future development of residential and commercial land uses would be subject to connection fees, which would serve to offset the project's cumulative impacts to LCSD facilities' capacity and infrastructure improvements.

The LCSD's Sewer System Master plan identifies capital improvement projects intended to increase the capacity of the existing wastewater system in order to provide adequate long-term wastewater collection and treatment services to its service area (LCSD 2019). Because the project site is included in the Sewer System Master Plan, buildout and associated growth at the site has been accounted for and would not result in additional or otherwise unplanned growth that would be inconsistent with the identified growth scenario for the LCSD service area. Therefore, the LCSD would have adequate capacity and ability to serve the increase in wastewater flows at the project site and impacts would be *less than significant*.

USS Impact 3
The LCSD would have adequate capacity to serve the increase in wastewater flows generated by the project.
Mitigation Measures
<i>Mitigation is not required.</i>
Residual Impacts
<i>Residual impacts related to an increase in wastewater would be considered less than significant.</i>

Would the project 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?

Residents and businesses within the Santa Maria city limits are required to participate in the City's solid waste collection services. The City provides voluntary recycling services to residents; 94% of City residents participate in these services. The City also provides voluntary green waste services in which yard materials collected from the green waste program are diverted from the landfill and recycled into mulch and compost (City of Santa Maria 2022).

The Santa Maria Regional Landfill was anticipated to reach capacity and cease operations in January 2028 (CalRecycle 2021). The Santa Maria Regional Landfill has a maximum disposal rate of 6,006 tons per week. The City Utilities Department is currently updating its landfill facility permit to extend the 36-acre active area of the Santa Maria Regional Landfill, which is designated as Cell 1. The Cell 1 area has been receiving waste since late November 2002. Once disposal operations are completed in the Cell 1 area footprint, disposal operations would move to the City's IWMF at Los Flores Ranch, approximately 7 miles south of the Santa Maria Regional Landfill, if ready, or to the approximately 25-acre Cell 2 area located in the southeastern portion of the existing landfill.

The City has permitted the Los Flores IWMF for the City's future solid waste disposal needs. The Los Flores IWMF would be a Class III Landfill and would receive waste from urban and rural areas of

northern Santa Barbara County, with the capacity to receive waste from southern Santa Barbara County as necessary. The area where waste will be disposed is expected to cover 255 acres during its 90 years or greater operational life and disposal activities would be similar to those at the Santa Maria Regional Landfill, including the disposal of approximately 130,000 tons of solid waste per year (City of Santa Maria 2019). Permitting and construction of the Los Flores IWMF is anticipated to be completed in approximately 3 to 5 years (City of Santa Maria 2021b).

Buildout of residential and commercial land uses on the project site identified in the conceptual development plan would include construction of 131,100 square feet of commercial uses, 400 apartments, and 95 townhomes. Based on the CalRecycle Estimated Solid Waste Generation Rates, approximately 3,885.3 pounds (1.94 tons) of solid waste per day would be generated at full buildout of the project site, as shown in Table 4.14-10.

Table 4.14-10. Estimated Project Buildout Solid Waste Generation

Land Use Type	Future Development	Generation Rate ¹	Total Weight of Generated Solid Waste (lb/day)
Single-family residential	95 units	7.8 lb/unit/day	741
Multi-family residential	400 units	3.6 lb/unit/day	1,440
General commercial	131,100 square feet	13 lb/1,000 square feet/day	1,704.3
Total			3,885.3

* Source: CalRecycle (2019), information derived from the Draft EIR for South Gate Commercial Corridors Redevelopment Project (1993).

Note: lb = pounds.

Future construction of residential and commercial land uses within the project site would be required to comply with CALGreen Sections 4.408 and 5.408, which require the diversion of at least 75% of the waste generated during construction. Compliance would be verified through submittal of a waste management plan. Additionally, construction-related waste disposal would be required to comply with CCR Title 22 for disposal of hazardous materials. In accordance with the requirements of SB 1383 for organic waste disposal, the City would provide residents and businesses in the project site with green waste bins for diversion of organic materials. In addition, the City would provide project site tenants with recycling bins for the diversion of recyclable materials. Per AB 341, multi-family homes and commercial businesses would be required to implement a recycling program and participate in local recycling collection services.

The project's solid waste generation of 1.94 tons per day would equate to approximately 13.58 tons of solid waste per week, which would represent a negligible amount of the Santa Maria Regional Landfill's permitted disposal rate of 6,006 tons per week. The Los Flores IWMF is anticipated to have a similar disposal rate when it opens. Based on the City's approved and future solid waste disposal capacity, project solid waste generation rates, and required adherence to applicable state and local waste diversion policies, solid waste generated during project construction and operation would not result in an excess of state or local standards or exceed the capacity of local infrastructure and impacts would *be less than significant*.

USS Impact 4
The project could generate solid waste in excess of the capacity of local infrastructure or otherwise impair state or local solid waste reduction goals.
Mitigation Measures
<i>Mitigation is not required.</i>
Residual Impacts
<i>Residual impacts related to an increase in solid waste would be less than significant, and mitigation is not required.</i>

Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Future construction of residential and commercial land uses within the project site would be required to comply with CALGreen Sections 4.408 and 5.408, which require the diversion of at least 75% of the waste generated during construction. Compliance would be verified through submittal of a waste management plan. Additionally, construction-related waste disposal would be required to comply with CCR Title 22 for disposal of hazardous materials.

In accordance with the requirements of SB 1383 for organic waste disposal, the City would provide residents and businesses within the project site with green waste bins for diversion of organic materials. In addition, the City would provide project site tenants with recycling bins for the diversion of recyclable materials. Per AB 341, multi-family homes and commercial businesses would be required to implement a recycling program and participate in local recycling collection services.

Based on existing composting and recycling services provided by the City, the project would comply with the applicable state and local waste reduction goals. Therefore, based on required compliance with state and local construction, residential, and commercial solid waste reduction requirements, potential impacts would be *less than significant*.

USS Impact 5
The project would comply with federal, state, and local solid waste reduction goals.
Mitigation Measures
<i>Mitigation is not required.</i>
Residual Impacts
<i>Residual impacts related to compliance with waste reduction goals would be less than significant.</i>

4.14.6 Cumulative Impacts

A cumulative development scenario for the project is provided in Chapter 3, Environmental Setting. Environmental impacts associated with construction and installation of utility infrastructure would be temporary and would not be cumulative in nature. Project cumulative impacts associated with impacts on regional water supplies, wastewater treatment facilities' capacity, and solid waste disposal facilities' capacity are described below.

4.14.6.1 Water

As discussed under USS Impact 2, Golden State Water is projected to have sufficient water supplies to serve the project, its existing commitments, and the projected water demand of the Orcutt service area during normal, single dry, and multiple dry year conditions to the year 2045 (Todd Groundwater 2022). Other reasonably foreseeable future projects proposed within the Orcutt service area would be subject to environmental review to determine individual water demand and potential impacts to Golden State Water's water supply availability. Based on Golden State Water's current surplus of water supplies, the project's cumulative impacts related to water supply would be less than cumulatively considerable and *less than significant*.

4.14.6.2 Wastewater

As discussed under USS Impact 3, based on the letter provided by LCSD in May 2022, LCSD has adequate treatment and discharge capabilities to serve the project and wastewater flows resulting from buildout of future residential and commercial land uses onsite would not result in effluent produced by the LCSD WWRP to exceed RWQCB standards (LCSD 2022). Other reasonably foreseeable future projects proposed within the LCSD service area would be subject to environmental review to determine wastewater generation and potential impacts to LCSD's wastewater collection, treatment, and discharge facilities. Based on the current capacity of existing infrastructure, the project's cumulative impacts related to wastewater collection, treatment, and discharge would be less than cumulatively considerable and *less than significant*.

4.14.6.3 Solid Waste

As discussed under USS Impact 4, based on the City's approved and future solid waste disposal capacity, project solid waste generation rates, and required adherence to applicable state and local waste diversion policies, solid waste generated during project construction and operation would not result in an excess of state or local standards or exceed the capacity of local infrastructure. Other reasonably foreseeable future projects would be subject to applicable state and local solid waste diversion policies and would also be subject to environmental review to determine individual impacts related to solid waste generation and disposal capacity. Therefore, the project's cumulative impacts associated with solid waste disposal would be less than cumulatively considerable and *less than significant*.

USS Impact 6
The project would not result in a cumulatively considerable impact to utilities and service systems.
Mitigation Measures
<i>Mitigation is not required.</i>
Residual Impacts
<i>Residual cumulative impacts related to utilities and service systems would be less than significant.</i>

CHAPTER 5. ALTERNATIVES ANALYSIS

5.1 INTRODUCTION

Section 15126.6(a) of the California Environmental Quality Act (CEQA) requires an EIR to “describe a reasonable range of alternatives to a project, or to the location of a project, which could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.” This chapter discusses a range of alternatives to the proposed Richards Ranch project, including alternative designs, and a No Project Alternative. The State CEQA Guidelines provide direction for the discussion of alternatives to the project, including the following guidance:

- “An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.” (Section 15126.6(a))
- “Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” (Section 15126.6(b))
- “The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison.” (Section 15126.6(d))
- “The specific alternative of “no project” shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decisionmakers to compare the impacts of approving the project with the impacts of not approving the project.” (Section 15126.6(e))
- “If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” (Section 15126.6(e)(2))
- “The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project.” (Section 15126.6(f))
- “Only [alternative] locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.” (Section 15126.6(f)(2)(A))

Given the CEQA mandates listed above, this section: (1) describes the range of reasonable alternatives to the project, including the No Project Alternative; (2) examines and evaluates resource issue areas where significant adverse environmental effects have been identified and compares the impacts of the alternatives to those of the project; and (3) identifies the Environmentally Superior Alternative.

5.2 ALTERNATIVES SELECTION

In accordance with the State CEQA Guidelines, appropriate alternatives for EIR analysis are those that meet most of the basic project objectives and avoid or substantially lessen any of the significant environmental effects of the project. Consequently, this section reviews the objectives that were identified for the project and any significant unavoidable environmental effects.

5.2.1 Project Objectives

As described in Chapter 2, Project Description, the primary project objectives identified include the following:

- To facilitate development of the site, provide for annexation of the Richards Ranch property to the City of Santa Maria (City) to allow for the use of City supplemental water supplies consistent with the Santa Maria Groundwater Basin adjudication.
- Develop an economically feasible plan that is compatible with the surrounding community and designed to serve the housing and commercial needs of the city and region.
- Develop this infill property while respecting the surrounding existing neighborhoods. The project will include setback and landscaping buffers.
- Provide high-density housing to meet the needs of the city and help address the current Regional Housing Needs Allocation (RHNA). The various types of housing units will be available for rent while others will be for-sale units.
- Provide commercial uses that will serve the daily needs of the new residents and the surrounding community including those traveling on Union Valley Parkway (UVP).
- Establish sufficient land to accommodate the needs for onsite stormwater retention in an aesthetically pleasing manner that can be planned for recreational uses.
- Include architectural and landscaping amenities along UVP and State Route (SR) 135 to address the visual resources along these travelways.
- Create uses that are consistent with the noise, height, and safety guidelines of the Santa Barbara County Association of Governments (SBCAG) adopted *Santa Barbara County Airport Land Use Plan* (1993 ALUP) and the Draft Santa Maria Airport Land Use Compatibility Plan (Draft 2022 ALUCP).
- Assure the orderly development of the City of Santa Maria General Plan planning area by providing the effective and efficient development of public facilities, infrastructure, and services appropriate for the planning area.
- Provide the City with increased sales tax and property tax.
- Conform to Santa Barbara County Local Agency Formation Commission (SBLAFCO) requirements to allow for approval of the annexation of the site to the city limits.

5.2.2 Significant Impacts Resulting from the Project

Alternatives to be considered under CEQA are those that would avoid or substantially lessen one or more of the significant environmental effects identified during evaluation of the project. For this project, all the adverse environmental impacts described in Chapter 4, Environmental Impacts Analysis, were judged to be less than significant or less than significant with the incorporation of identified mitigation. There were no environmental impacts found to be significant and unavoidable for this project.

The project's potentially significant but mitigated environmental impacts are related to the following: air quality and greenhouse gas (GHG) emissions; biological resources; cultural and tribal cultural resources; energy; geology and soils; hazards and hazardous materials; hydrology and water quality; and noise and vibration. Potentially significant environmental impacts of the project that can be mitigated with the incorporation of mitigation measures identified in this EIR are primarily construction-related and would likely occur in varying degrees with any development of the project site. A detailed summary of impacts and associated mitigation measures identified for the project are provided in the Summary, Table S-2, Summary of Impacts and Mitigation Measures.

5.2.3 Alternatives Development and Analysis Process

In defining the feasibility of alternatives, the State CEQA Guidelines state: "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site." If an alternative was found to be infeasible, as defined above, then it was dropped from further consideration in this analysis.

In addition, State CEQA Guidelines Section 15126.6 states that alternatives should "...attain most of the basic objectives of the project...". As further explained by the California Supreme Court:

"[A]n EIR should not exclude an alternative from detailed consideration merely because it 'would impede to some degree the attainment of the project objectives.' But an EIR need not study in detail an alternative that is infeasible or that the lead agency has reasonably determined cannot achieve the project's underlying fundamental purpose . . .

Although a lead agency may not give a project's purpose an artificially narrow definition, a lead agency may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal." (In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings, 43 Cal.4th 1143, 1165-1166 [2008]).

The alternatives selected for further analysis have been evaluated against the project to provide a comparison of environmental effects and to identify the Environmentally Superior Alternative. Note that the significance of impacts associated with the project, and the determination of impacts presented in this section for comparative purposes, are based on the respective identified changes in conditions relative to the environmental baseline (as described in Chapter 4, Environmental Impacts Analysis).

The alternatives analysis includes a preliminary alternatives screening process and alternative project evaluation process, as described below.

5.2.4 Preliminary Alternatives Screening Process

The alternatives analysis begins with a screening and evaluation of a list of preliminary alternatives to determine which alternatives will be selected for further analysis in the EIR. In order to maximize the range of alternatives considered and provide flexibility during project approval, the EIR evaluated a total of seven variations of the project aimed at reducing the significant but mitigated environmental impacts related to the following: air quality and GHG emissions; biological resources; cultural and tribal cultural resources; energy; geology and soils; hazards and hazardous materials; hydrology and water quality; and noise and vibration.

Each of the identified alternatives was preliminarily assessed to determine which of the alternatives met the requirements of a viable alternative under CEQA by considering whether the alternative: (1) would be feasible; (2) would avoid or substantially lessen any of the significant effects of the project; and (3) could feasibly attain most of the basic objectives of the project. Those alternatives that met these three criteria were carried forward for more detailed review in the EIR.

All alternatives carried forward for analysis in this EIR would include annexation of the project site into the city of Santa Maria, with the exception of the No Project Alternative. Given that the City is the Lead Agency for this project, exploration of additional alternatives that do not include annexation would not meet the basic objectives of the project.

5.2.5 Alternative Project Evaluation Process

The environmental impacts of the alternatives carried forward for review in the EIR, including the No Project Alternative, were then compared against the impacts of the project for each environmental issue area discussed in Chapter 4, Environmental Impacts Analysis, of this EIR. A significance determination was made about each alternative for each issue area, and a basis for that determination has been provided. The determination of comparative impacts used the following criteria:

- **No Impact:** The significance criteria do not apply, or no impact would result.
- **Similar:** Impacts would be identical or would be of the same general extent and severity as the impacts associated with the project; therefore, the significance determination would be the same.
- **Increased:** New potentially significant impacts or a substantial increase in the severity of the impacts associated with the project would occur; therefore, the significance determination would be greater.
- **Decreased:** Potentially significant impacts would be avoided or a substantial reduction in the severity of the impacts associated with the project would occur; therefore, the significance determination would be reduced.

As a result of this evaluation and comparison of potentially significant environmental impacts, an Environmentally Superior Alternative has been identified.

5.3 ALTERNATIVES CONSIDERED BUT ELIMINATED

State CEQA Guidelines Section 15126.6(c) requires that an EIR disclose potential alternatives that were considered and eliminated along with a brief explanation of the reason for elimination. Factors used to eliminate alternatives from detailed consideration include: (1) failure to meet most of the basic project objectives, (2) infeasibility, and/or (3) inability to avoid significant environmental impacts.

The following three alternatives were considered but eliminated from further analysis.

5.3.1 Affordable Housing Component Alternative

To explore how the project could potentially address the RHNA, City staff and the project team considered an alternative that would include an affordable housing component to maximize the density potential allowed under the High-Density Residential District (R-3) zoning designation. The R-3 designation allows for 22 units per acre, but additional housing density can be included under this designation if the project were to be a dedicated senior project (up to 30 units per acre per the City Municipal Ordinance) or if the project were to provide an affordability component pursuant to California Government Code Section 65915. Under this scenario, the conceptual development plan for the

commercial elements would remain as presented in Chapter 2, Project Description. However, the portions of the project site with proposed R-3 pre-zoning designation would include additional units as allowed through bonus density provisions.

This alternative scenario would not reduce any identified significant impacts and thus would not meet CEQA requirements for an evaluated alternative. While construction-related impacts would be similar to the project, the magnitude of the project's operational impacts related to issues such as traffic, air quality, and GHG emissions would increase due to the increase in residential units. Therefore, the Affordable Housing Component Alternative was rejected from further consideration in this EIR. It is important to note that a later application could be submitted for this type of development and the City could consider an addendum or supplemental analysis to this EIR at that time.

5.3.2 No Annexation with Orcutt Community Plan Buildout Alternative

A No Annexation with Orcutt Community Plan Buildout Alternative was also considered but rejected for this project. In this alternative, the project as presented would not be developed and annexation of the project site into the city of Santa Maria would not occur. Instead, the project site would remain in the jurisdictional boundaries of the County of Santa Barbara and would include development consistent with the land use and zoning as described in the County's Orcutt Community Plan (2020). In this plan, the project site is identified as Key Site 26 with planned land use designations of General Commercial, Office Professional, Planned Residential Development 3.3 (allows 3.3 dwelling units per acre). The County's associated zoning designation for the site is General Commercial. As such, development of the project site could allow for up to 60,000 square feet of general commercial, 30,000 square feet of office-professional spaces, and 141 single-family residential or multifamily units, as described in Chapter 2, Project Description. This would result in a buildout scenario of 354 fewer residential units, 64,750 fewer square feet of commercial uses, and a change/additional 30,000 square feet of office-professional uses.

Since this alternative would not involve annexation of the project site into the city of Santa Maria, it would fail to meet several basic objectives of the project (e.g., annexation, increase sales tax and revenue for the City). In addition, development of the project site consistent with this scenario would be unlikely due to water supply constraints involving supplemental water rights needed by the County in order to develop the site. Further, development of the project site in accordance with the Orcutt Community Plan would likely not reduce any of the identified significant impacts as these are primarily construction related. Due to this alternative's inability to meet basic project objectives, its likely infeasibility due to water supply constraints, and lack of reduced environmental impacts, the No Annexation with Orcutt Community Plan Buildout Alternative was rejected from further consideration in this EIR.

5.3.3 Alternative Location

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (State CEQA Guidelines Section 15126[5][B][1]). In addition, an alternative site need not be considered when implementation is "remote and speculative," such as when the alternative site is beyond the control of a project applicant.

There are no suitable alternative sites within the control of Richards Ranch, LLC (the Applicant). In the event land could be purchased of suitable size and developmental characteristics, based on the known

general conditions in the southern portion of the city, an alternative site would likely have similar impacts after mitigation as the project. Given the nature of the project and the project objectives, it would be impractical and infeasible to propose the project on an alternate site in the area with fewer environmental impacts. Therefore, an alternative location was rejected from further consideration in this EIR.

5.4 ALTERNATIVES IMPACTS ANALYSIS

Criteria used to develop preliminary project alternatives included: (1) whether the alternative would avoid or substantially lessen identified significant impacts; (2) whether the alternative would generally meet the project objectives and underlying fundamental purpose; and (3) whether implementation of the alternative would be feasible.

The following project alternatives are considered and evaluated in this section:

- No Project/No Build Alternative
- Alternative 1: Existing City of Santa Maria General Plan Buildout
- Alternative 2: Tree Preservation and Reduced Housing Density
- Alternative 3: Mixed Use with Additional Commercial Uses

Each of the project alternatives is described in further detail in the sections below with a description of each scenario, its relationship to the project objectives, and analyses of impacts with regards to each environmental resources area. A comparison of the environmental impacts resulting from each considered alternative and the project is provided in Table 5-8 with the discussion of the Environmentally Superior Alternative.

5.4.1 No Project Alternative

Section 15126.6(e) of the State CEQA Guidelines requires analysis of the No Project Alternative. In accordance with the State CEQA Guidelines, the No Project/No Build Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed as provided by Section 15126.6(e)(3)(B) of the State CEQA Guidelines. Section 15126.6(e)(3)(B) provides that, "In certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." As stated in Section 15126.6(e)(2), "The 'no project' analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."

In the No Project/No Build Alternative, implementation of the project would not occur and future buildout of the project site would also not occur. This alternative assumes no new development or changes would be introduced to the project site to provide a clear comparison of the project to existing (undeveloped) conditions. Additionally, the project site would not be annexed into the city of Santa Maria and would stay within the jurisdiction of the County of Santa Barbara. Current water supply constraints at the project site would remain unchanged.

5.4.1.1 Relationship to Project Objectives

The No Project/No Build Alternative would meet one of the project objectives, related to airport compatibility. Table 5-1 outlines this alternative's ability to attain the basic project objectives outlined above and in Chapter 2, Project Description.

Table 5-1. Attainment of Project Objectives: No Project/No Build Alternative

Project Objective	Alternative's Consistency with Project Objective
To facilitate development of the site, provide for annexation of the Richards Ranch property to the City of Santa Maria to allow for the use of City supplemental water supplies consistent with the Santa Maria Groundwater Basin adjudication.	No. The project site would not be developed or annexed into the city of Santa Maria. Current water supply constraints at the project site would remain.
Develop an economically feasible plan that is compatible with the surrounding community and designed to serve the housing and commercial needs of the city and region.	No. The project site would remain undeveloped and would not create housing or commercial uses compatible with the surrounding community.
Develop this infill property while respecting the surrounding existing neighborhoods. The project would include setback and landscaping buffers.	No. The project site would remain undeveloped.
Provide high-density housing to meet the needs of the city and help address the current RHNA. The various types of housing units will be available for rent while others will be for-sale units.	No. Without development of the site, there would be no opportunity to increase the local inventory or meet the current RHNA.
Provide commercial uses that would serve the daily needs of the new residents and the surrounding community, including those traveling on UVP.	No. The project site would remain undeveloped and would not create commercial uses to serve those traveling on UVP.
Establish sufficient land to accommodate the needs for onsite stormwater retention in an aesthetically pleasing manner that can be planned for recreational uses.	No. The project site would not undergo any changes to address the onsite stormwater retention needs.
Include architectural and landscaping amenities along UVP and SR 135 to address the visual resources along these travelways.	No. No development would occur; therefore, no changes would occur to the viewshed along UVP and SR 135 that would require architectural and landscaping amenities to be added.
Create uses that are consistent with the noise, height, and safety guidelines of the adopted 1993 ALUP and the Draft 2022 ALUCP.	Yes. The project site would remain in its current undeveloped state and would not be developed. As such, no new uses would be introduced that would conflict with the guidelines of the adopted 1993 ALUP and the Draft 2022 ALUCP.
Assure the orderly development of the City of Santa Maria General Plan planning area by providing the effective and efficient development of public facilities, infrastructure, and services appropriate for the planning area.	No. Without annexation of the project site into the city of Santa Maria or development, no new considerations for public facilities, infrastructure, and services appropriate for the planning area would occur.
Provide the City with increased sales tax and property tax.	No. Without development and annexation of the project site, no additional sales or property taxes would be generated.
Conform to Santa Barbara County Local Agency Formation Commission (SBLAFCO) requirements to allow for approval of the annexation of the site to the city limits	Not Applicable. Because annexation is not included in this alternative, consistency with SBLAFCO annexation and boundary change requirements would not be necessary.

5.4.1.2 Comparison of Significant Effects of Alternative to the Project

Under the No Project/No Build Alternative, physical changes to the environment would not occur, and potentially significant impacts would be reduced in comparison to the project. However, this alternative would not meet most of the project objectives.

AESTHETICS

In the No Project/No Build Alternative, the project would not be implemented, and development of the project site would not occur. Like the project, this alternative would not have a substantial effect on a scenic vista or damage scenic resources within a State Scenic Highway, as no such resources have been identified within the vicinity of the project site and no development would occur onsite. The project site would remain in its undeveloped condition and no change to the existing visual character of the project site and surroundings would occur. This alternative would also avoid adding new sources of light and glare on the project site.

Therefore, impacts of the No Project/No Build Alternative related to aesthetics and visual resources would be *decreased* in comparison to the project.

AIR QUALITY AND GREENHOUSE GAS EMISSIONS

This alternative would not result in an increase in criteria pollutant emissions or odors because no construction would occur, and no new operational sources would be created. This alternative would avoid the project's potentially significant impact related to exposing nearby residential development to toxic air contaminants from the use of off-road diesel equipment during project construction. All other air quality and odor impacts associated with the project would be avoided under this alternative.

The No Project/No Build Alternative also not generate GHG emissions as no construction would occur, and no permanent sources of emissions would be established. In addition, this alternative would not introduce development that has the potential to be inconsistent with goals and objectives of the SBCAG's *Fast Forward 2040 SBCAG Regional Transportation Plan and Sustainable Communities Strategy* (2017) (2040 RTP/SCS) or the State's long-term climate goals set forth in California Air Resources Board (CARB) California's Draft 2022 Scoping Plan Update.

Therefore, impacts of the No Project/No Build Alternative related to air quality and greenhouse gas emissions would be *decreased* in comparison to the project.

BIOLOGICAL RESOURCES

In the No Project/No Build Alternative, no grading or construction activities would take place on the project site and all existing vegetation and mature trees would remain undisturbed. This alternative would avoid potentially significant direct and indirect impacts related to construction activities to special-status wildlife species identified in Section 4.3, Biological Resources, including the Northern California legless lizard (*Anniella pulchra*), monarch butterfly (*Danaus plexippus*), western red bat (*Lasiurus blossevillei*), and nesting migratory birds and raptors. Additionally, this alternative would not involve the development of infrastructure improvements beyond the 43.75-acre project site boundary so it would not directly or indirectly impact special-status wildlife species. As previously stated, all existing trees would remain as is on the project site and support the local policies and ordinances protecting biological resources, specifically considerations under the City's General Plan Resources Management Element (RME) and Municipal Code related to the urban forest.

Therefore, impacts of the No Project/No Build Alternative related to biological resources would be *decreased* in comparison to the project.

CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES

In the No Project/No Build Alternative, ground disturbance would not occur and there would be no potential to disturb known or unknown cultural resources, including human remains, within the project site. Therefore, mitigation would not be required to reduce the significance of potential impacts related to cultural resources.

Therefore, impacts of the No Project/No Build Alternative related to cultural and tribal cultural resources would be *decreased* in comparison to the project.

ENERGY

The No Project/No Build Alternative would not involve development of the site and would not result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction and

operation. It would also not involve the construction activities or implement development that would result in the consumption of energy resources associated with electricity, water use (i.e., water pumping, heating, etc.), or natural gas. As no development would be introduced on the project site, there would be no conflicts with or obstruction of a state or local plan for renewable energy or energy efficiency under this alternative.

Therefore, impacts of the No Project/No Build Alternative related to energy would be *decreased* in comparison to the project.

GEOLOGY AND SOILS

The No Project/No Build Alternative would not introduce new habitable buildings and structures to the project site that would be susceptible to risk involving seismic-related or other ground-failure events. This alternative would not require any ground-disturbing activities that could increase erosion and loss of topsoil at the project site. In addition, this alternative would not result in potentially significant impacts to paleontological resources because no earthwork activities would occur that would cut into the geologic units within which fossils are buried and physically destroy the fossil remains. Compliance with the California Building Code (CBC) and implementation of mitigation identified for the project would not be required to reduce the significance of potential impacts related to geology and soils.

Therefore, impacts of the No Project/No Build Alternative related to geology and soils impacts would be *decreased* in comparison to the project.

HAZARDS AND HAZARDOUS MATERIALS

Under the No Project/No Build Alternative, no physical changes to the project site would occur. Further, the utility improvements proposed under the project would not occur (i.e., water main below SR 135 and capacity increase of the sewer main below Orcutt Road). As such, the use of construction-related hazardous materials during project construction would not occur and compliance with existing policies to reduce the risk related to use of hazardous materials would not be required. Ground disturbance would not occur, which would eliminate the potential to release aerially deposited lead (ADL) or other soil contaminants, and mitigation would not be required to reduce the significance of these potential impacts. Since no development would occur, this alternative would not create land uses that have the potential to be inconsistent with the applicable airport land use policies or create a potential safety hazard for land uses located within Safety Area 2 of the 1993 ALUP or Safety Areas 2 or 4 of the 2022 Draft ALUCP.

Therefore, impacts of the No Project/No Build Alternative related to hazards and hazardous materials impacts would be *decreased* in comparison to the project.

HYDROLOGY AND WATER QUALITY

In this alternative, development of the project site would not occur. As a result, no physical changes to the existing drainage conditions at the site would occur and no new impervious surfaces would be introduced. As such, the potential for substantial increases in soil erosion and sediment transport affecting water quality from runoff during construction and project operation would not occur. In addition, no new source pollutants or non-stormwater discharges that could adversely impact water quality would occur. Project impacts related to groundwater recharge would not occur. Compliance with existing state water quality protection regulations as well as the project-specific mitigation measures would not be required to reduce the significance of potential impacts related to hydrology and water quality.

Therefore, impacts of the No Project/No Build Alternative related to hydrology and water quality would be *decreased* in comparison to the project,

LAND USE AND PLANNING

Similar to the project, the No Project/No Build Alternative would not result in new features that could physically divide an established community. Under this alternative, implementation of project and future buildout of the site would not occur, and the project would not facilitate annexation of the site into the city of Santa Maria. However, since no physical changes to the project site would occur, this alternative would not be inconsistent with any plans, policies, or ordinances related to protection of the environmental resources. Conversely, the land use planning benefits of the project (creating a range of new commercial uses to serve the needs of surrounding residents and travelers along UVP, creating new housing opportunities with interconnected pedestrian and bicycle paths, improving infrastructure serving the project site, etc.) would not be realized under this alternative.

Overall, impacts of the No Project/No Build Alternative related to land use and planning would be *decreased* in comparison to the project.

NOISE

The No Project/No Build Alternative would not facilitate the development of new residential or commercial land uses within the project site that could contribute to the existing ambient noise environment of the project area. Mitigation would not be required to ensure consistency with the City's interior and exterior noise standards during construction. There would also be no new long-term, permanent increases in ambient noise levels primarily associated with potential increases in vehicle traffic on nearby roadways as well as onsite activities in this alternative. There also would be no potential for interior noise impacts from aircraft noise associated with operations at Santa Maria Airport because no noise-sensitive residences would be constructed onsite.

Therefore, impacts of the No Project/No Build Alternative related to noise would be *decreased* in comparison to the project.

POPULATION AND HOUSING

Population growth is considered significant only if it is unplanned or unanticipated by the City. The No Project/No Build Alternative would not facilitate any population growth as this alternative would not result in the development of new residential land uses or generate new employment opportunities. Similar to the project, this alternative would not result in substantial or unplanned population growth. Additionally, this alternative would not help the City reach its housing development allocation goals per the RHNA required by the State or facilitate the development of affordable homes.

Therefore, impacts of the No Project/No Build Alternative related to population and housing would be *similar* in comparison to impacts associated with the project.

PUBLIC SERVICES AND RECREATION

Under the No Project/No Build Alternative, an increase in demand on existing public services or recreational facilities would not occur as this alternative would not facilitate any population growth. This alternative would not increase demand for fire protection or police protection services, schools, or libraries. This alternative would not result in any development; therefore, payment of required growth mitigation fees from the project would not occur and no new potential sources of tax revenue from development of the site would be generated.

Therefore, impacts of the No Project/No Build Alternative related to public services and recreation would be *decreased* in comparison to impacts associated with the project.

TRANSPORTATION

Under the No Project/No Build Alternative, no new development would be introduced on the project site and no new traffic or changes to the local roadway network would be introduced. Traffic conditions would remain as they are under existing conditions. Because the No Project/No Build Alternative would not result in any significant transportation impacts, impacts related to transportation would be *similar* in comparison to impacts associated with the project.

UTILITIES AND SERVICE SYSTEMS

Under the No Project/No Build Alternative, no new development would be introduced on the project site and there would be no need for the construction of new and expanded utility infrastructure to serve the project, including potable water, wastewater, stormwater, and other utilities, such as natural gas, electricity, telephone, and cable/data service. This alternative would not require infrastructure improvements beyond the boundary of the project site, as proposed by the project, and therefore impacts associated with construction and installment of utility infrastructure both on- and off-site would not occur. However, this alternative would not allow for annexation of the project site into Santa Maria city limits and therefore the current water supply constraints to the site would remain.

Overall, impacts of the No Project/No Build Alternative related to utilities and service systems would be *decreased* in comparison to impacts associated with the project.

5.4.2 Alternative 1: Existing Santa Maria General Plan Land Use Designation

The project site is located within the City's Sphere of Influence (SOI) and therefore has associated planned land use designations as presented in the City's General Plan Land Use Element. Alternative 1 would include annexation of the project site into Santa Maria city limits and would allow the project site to be developed in accordance with the City's existing planned land use designation for the site, which is Commercial and Professional Office. The Commercial and Professional Office designation allows for office development for medical, legal, travel agencies, insurance, and real estate services, as well as complementary commercial uses (Figure 5-1). A complementary zoning designation of commercial office and professional office (CPO) would apply to this alternative. Table 5-2 provides an overview of the buildout scenario for Alternative 1, which would allow for the construction of up to 658,200 square feet of commercial and professional office uses. This alternative would continue to require the construction of new and expanded utility infrastructure. See Chapter 2, Project Description, for a full description of the utility infrastructure improvements.

Table 5-2. Overview of Alternative 1

Zoning Designations	Acres	Potential Floor Area (square feet)
Commercial and Professional Office (CPO)	27.4	658,200
Total	43.75	658,200

Source: RRM Design Group Alternative Concept Plans (2022)



Figure 5-1. Alternative 1: Existing Santa Maria General Plan Land Use Designation.

5.4.2.1 Relationship to Project Objectives

Table 5-3 outlines this alternative's ability to attain the basic project objectives outlined above and in Chapter 2, Project Description.

Table 5-3. Attainment of Project Objectives: Alternative 1, Existing Santa Maria General Plan Land Use Designation

Project Objective	Alternative's Consistency with Project Objective
To facilitate development of the site, provide for annexation of the Richards Ranch property to the City of Santa Maria to allow for the use of City supplemental water supplies consistent with the Santa Maria Groundwater Basin adjudication.	Yes. The project site would be annexed into the city of Santa Maria and would therefore be able to access the supplemental water rights available to the City per their agreement with Golden State Water.
Develop an economically feasible plan that is compatible with the surrounding community and designed to serve the housing and commercial needs of the city and region.	No. Without the inclusion of residential land use designations, housing would not be included as part of the development of the project site. Therefore, it would not provide housing to contribute to the housing needs of the region.
Develop this infill property while respecting the surrounding existing neighborhoods. The project will include setback and landscaping buffers.	Yes. The Santa Maria General Plan and associated Municipal Code provide specific setback and landscaping buffer requirements to ensure development would be complementary and compatible with the existing surrounding land uses.
Provide high-density housing to meet the needs of the city and help address the current RHNA. The various types of housing units will be available for rent while others will be for-sale units.	No. Without the inclusion of residential land use designations, housing would not be included as part of the development of the project site. As such, it would not provide any high-density housing to help address the current RHNA.
Provide commercial uses that would serve the daily needs of the new residents and the surrounding community including those traveling on UVP.	No. The commercial office and professional office land use designation allows for office-centric uses and less on commercial uses that would serve the daily needs of nearby residents and roadway travelers.
Establish sufficient land to accommodate the needs for onsite stormwater retention in an aesthetically pleasing manner that can be planned for recreational uses.	Yes. As part of any future development, plans for stormwater retention facilities would be subject to the development standards and design review as required by the City's Municipal Code. In addition, a comprehensive drainage plan would be prepared to demonstrate stormwater runoff is conveyed in a non-erosive manner in accordance with the Regional Water Quality Control Board stormwater requirements and City Public Improvement Standards.
Include architectural and landscaping amenities along UVP and SR 135 to address the visual resources along these travelways.	Yes. The Santa Maria General Plan and associated Municipal Code provide regulations, development standards, and design requirements for zoning districts (e.g., building setbacks, height restrictions, landscape plans, architectural review plans, etc.) to protect visual resources along UVP and SR 135.
Create uses that are consistent with the noise, height, and safety guidelines of the adopted 1993 ALUP and the Draft 2022 ALUCP.	Yes. As part of any future development, an approval application for development permits for new land uses onsite would be required to demonstrate full compliance with the applicable safety standards and compatibility policies of the airport land use plan in effect at the time. Consistency with the airport land use plan would be required to be reviewed and verified by the City Community Development Department prior to building permit issuance.
Assure the orderly development of the City of Santa Maria General Plan planning area by providing the effective and efficient development of public facilities, infrastructure, and services appropriate for the planning area.	Yes. Development of the project site would continue to require the construction of new and expanded utility infrastructure.
Provide the City with increased sales tax and property tax.	Yes. The development of new buildings for commercial purposes would create an increase in sales and property tax for the City.

Project Objective	Alternative's Consistency with Project Objective
Conform to Santa Barbara County Local Agency Formation Commission (SBLAFCO) requirements to allow for approval of the annexation of the site to the city limits.	Yes. Conforming with SBLAFCO requirements to allow for approval of annexation of the site to the city limits could be achieved under this alternative.

5.4.2.2 Comparison of Significant Effects of Alternative to the Project

Under Alternative 1, buildout of the project site would be similar in scale as the project, with development consistent with the Commercial and Professional Office land use designation. This alternative would not include a residential component and no housing would be incorporated. However, development of the project site in this alternative would require grading and ground-disturbing activities on the entire 43.75-acre site. As a result, impacts under this alternative would be generally similar to impacts associated with the project, as most project impacts are construction related. Alternative 1 would partially meet the project objectives.

AESTHETICS

Under Alternative 1, future buildout of the project site would include construction of new commercial and professional office uses to the scale and design allowed by the development standards set for in the City's Municipal Code. The high-density residential uses proposed as part of the project would not be included under this alternative. While Alternative 1 would not include the project's high-density residential component, it would still allow for development at a similar scale (maximum allowable building height of 35 feet, as proposed by the project). Similar to the project, this alternative would result in a notable change in the existing visual character of the site from undeveloped to developed. This alternative would also include removal of all or most of the existing vegetation onsite to accommodate development. Inhabitants of the surrounding residential land uses as well as motorists, cyclists, and pedestrians traveling along public roadways would notice this visual change, as they would with the project. However, like the project, this alternative would not have a substantial effect on a scenic vista or damage scenic resources within a State Scenic Highway, as no such resources have been identified within the vicinity of the project site. Development under this alternative would be required to adhere to the same guidance and requirements set forth in City Municipal Code for design review, landscape standards, and lighting and glare requirements as the project.

Therefore, impacts of the Alternative 1 related to aesthetics would be *similar* in comparison to impacts associated with the project.

AIR QUALITY AND GREENHOUSE GAS EMISSIONS

Implementation of this alternative would still result in an increase in criteria pollutant emissions because construction activities would still occur, and new operational sources would be created. Construction activities would result in a short-term increase in air pollutant emissions generated by construction equipment and vehicle use and ground-disturbing activities. As identified for the project, this alternative would also be required to implement mitigation to reduce construction-related air pollutant emissions. Operational emissions would be lower under this alternative due to the reduction in daily vehicle trips related to residential uses; however, impacts of this alternative would still be similar to the project as the project's operational air quality would not exceed established Santa Barbara County Air Pollution Control District (SBCAPCD) thresholds. This alternative would be similar to the project's potentially significant impact related to exposing nearby residential development to toxic air contaminants from the use of off-road diesel equipment, since construction activities would still occur within 1,000 feet of nearby sensitive

receptors. All other air quality and odor impacts associated with this alternative would be similar to the project.

This alternative would allow for buildout of the project site, requiring the use of equipment and vehicles that would generate short-term GHG emissions. However, given that the scale of this alternative is similar to the project, it would not generate greenhouse gas emissions above established SBCAPCD thresholds. Long-term GHG emissions would be generated by vehicle trips created by the project and operational energy use; however, because this alternative does not include residential uses, there is likely to be a reduction in vehicle-generated GHG emissions. This alternative would likely not exceed the given operational GHG emissions thresholds, resulting in similar impacts as the project. This alternative, similar to the project, has the potential to be inconsistent with goals and objectives of the SBCAG 2040 RTP/SCS related to reducing criteria pollutant emissions and promoting alternative modes of transportation. In addition, the project does not include best management practices (BMPs) that would constitute its “fair share” of what would be required to meet the State’s long-term climate goals set forth in CARB California’s Draft 2022 Scoping Plan Update. It would be subject to the same mitigation measures set forth for the project to reduce operation GHG emissions, and therefore would be similar to the project.

Therefore, impacts of Alternative 1 related to air quality and greenhouse gas emissions would be *similar* in comparison to impacts associated with the project.

BIOLOGICAL RESOURCES

Alternative 1 would result in buildout of the entire 43.75-acre project site in a manner consistent with the project, requiring the same grading and ground-disturbing activities necessary to prepare the site for development. As such, Alternative 1 would have the same potential as the project to result in direct and indirect impacts related to construction activities to special-status wildlife species identified in Section 4.3, Biological Resources, including the Northern California legless lizard, monarch butterfly, western red bat, and nesting migratory birds and raptors. In addition, this alternative would require infrastructure improvements beyond the 43.75-acre project site boundary with the potential to impact special-status wildlife species directly or indirectly and would require the same mitigation as proposed by the project. Like the project, this alternative would also involve the removal of the existing trees located onsite, in whole or in part, resulting in conflicts with local policies and ordinances protecting biological resources, specifically considerations under the City’s RME and Municipal Code and would require the same mitigation measure as the project.

Therefore, impacts of Alternative 1 related to biological resources would be *similar* in comparison to impacts associated with the project.

CULTURAL AND TRIBAL CULTURAL RESOURCES

Alternative 1 would result in buildout of the entire 43.75-acre project site in a manner consistent with the project, requiring the same grading and ground-disturbing activities necessary to prepare the site for development. The project site does not contain any historical buildings or structures that would be eligible for listing in the California Register of Historical Resources (CRHR) or local register of historic resources, and while there are no known archaeological resources within the project site, ground-disturbing activities would have the potential to result in direct disturbance to prehistoric archaeological resources and/or unknown tribal cultural resources if present within future disturbance areas. Additionally, due to the extent of proposed ground-disturbing activities, there is potential for inadvertent discovery of previously unidentified cultural resources and human remains. This alternative would be required to implement mitigation measures identified for the project, which have been included to reduce impacts related to inadvertent discovery of previously unidentified resources, including human remains.

Alternative 1 would have the same potential to disturb known and unknown cultural resources sites and would be subject to the implementation of identified mitigation for the project.

Therefore, impacts of Alternative 1 related to cultural and tribal cultural resources would be *similar* in comparison to impacts associated with the project.

ENERGY

Alternative 1 would result in the consumption of energy resources associated with electricity, water use (i.e., water pumping, heating, etc.), and natural gas in a manner consistent with the project. This alternative would be required to implement the same mitigation measures identified for the project to avoid unnecessary, wasteful, or inefficient energy use.

Therefore, impacts of Alternative 1 related to energy would be *similar* in comparison to impacts associated with the project.

GEOLOGY AND SOILS

Alternative 1 would include the development of the project site and allow for the construction of new habitable buildings and structures and would have the same potential for seismic-related hazards, including fault rupture, ground shaking, liquefaction, and landslide and the potential for other ground-failure events as the project. This alternative would be required to implement mitigation and adhere to CBC and other applicable engineering standards to reduce potential impacts related to seismic-related and other ground-failure events. Under Alternative 1, ground disturbance and tree removal for project construction would be generally consistent with the project and would have similar potential to increase erosion and loss of topsoil during construction. This alternative would be required to comply with a State Water Resources Control Board (SWRCB) General Construction Permit related to short- and long-term erosion control at the project site. In addition, this alternative would have the same potential to disturb paleontological resources if present within the proposed area of disturbance and would be required to implement mitigation to reduce potential disturbance to paleontological resources during project construction.

Therefore, impacts of the Alternative 1 related to geology and soils impacts would be *similar* in comparison to impacts associated with the project.

HAZARDS AND HAZARDOUS MATERIALS

Alternative 1 would result in buildout of the entire 43.75-acre project site in a manner consistent with the project. This would require the use of construction-related hazardous materials (e.g., fuels, gasoline, solvents, oils, paints, etc.) and would be required to comply with state and local regulations to reduce associated hazards. This alternative would not include radically different land uses or features that could facilitate the use of hazardous materials that could result in significant upset if released. As with the project, construction of infrastructure improvements on- and off-site (i.e., enlargements of water and sewer main below SR 135 and Orcutt Road) could result in the release of ADL, a hazardous material, into the environment. This alternative would require the same mitigation as the project to reduce the significance of these potential impacts. In addition, development in accordance with this alternative has the potential to create land uses that may be inconsistent with the applicable airport land use policies or create a potential safety hazard for land uses located within Safety Area 2 of the 1993 ALUP or Safety Areas 2 or 4 of the 2022 Draft ALUCP. The project's mitigation measure related to this potential impact would also be required under this alternative.

Therefore, impacts of Alternative 1 related to hazards and hazardous materials impacts would be *similar* in comparison to impacts associated with the project.

HYDROLOGY AND WATER QUALITY

The project site does not support any natural drainage or surface water features and it is currently undeveloped, consisting of largely pervious surfaces. Alternative 1 would result in buildout of the site in a manner consistent with the project and is likely to result in the creation of similar acreages of impervious surfaces (i.e., approximately 70% of the site). These increases would have the potential to increase the pollutants and non-stormwater discharges that could adversely impact water quality. This alternative has the same potential as the project for substantial increases in soil erosion and sediment transport that have the potential to affect water quality from runoff as the project, particularly during construction phases that include excavation, grading, and other earthwork. Due to the addition of a similar amount of impervious surfaces as the project, this alternative also has the potential to interfere substantially with groundwater recharge and a loss of basin-wide percolation. As such, this alternative would result in a large amount of soil disturbance, require the use of construction equipment and vehicles during construction, and result in a large amount of new impervious surface area at the project site, which is consistent with the project. Further, this alternative would be subject to the same mitigation measures as the project as well as all applicable state and local water quality protection requirements, which is also consistent with the project.

Therefore, impacts of Alternative 1 related to hydrology and water quality would be *similar* in comparison to impacts associated with the project.

LAND USE AND PLANNING

Alternative 1 would not result in new features that could physically divide an established community, consistent with the project. Unlike the project, this alternative would not include a housing component. While this alternative would be consistent with the City's planned land use for the site, it would not meet many of the policies set forth in the City's Land Use and Housing Elements or those in the 2040 RTP/SCS pertaining to residential housing development needs and would not contribute addressing the current RHNA.

Therefore, impacts of Alternative 1 related to land use and planning would be *increased* in comparison to impacts associated with the project.

NOISE

Alternative 1 would result in buildout of the entire 43.75-acre project site in a manner consistent with the project, resulting in the generation of similar short-term, intermittent increases in ambient noise during the construction phase from initial site improvements, vehicle and equipment movement, and future construction of residential and commercial land uses. Like the project, construction activities in this alternative would have the potential to result in temporary exceedances of the maximum acceptable noise levels for residential land uses set forth in the City's Municipal Code (Table 4.10-8). In addition, this alternative would create similar long-term, permanent increases in ambient noise levels, primarily associated with potential increases in vehicle traffic on nearby roadways as well as onsite activities. Alternative 1 would be required to implement many of the same mitigation measures as the project to reduce construction-related noise and operational impacts related to future traffic noise levels, although the exact locations of sound barriers for the final design plan may need to be modified to address the specific land use distribution of the alternative.

Therefore, impacts of Alternative 1 related to noise would be *similar* in comparison to impacts associated with the project.

POPULATION AND HOUSING

Alternative 1 would allow for the implementation of commercial and professional office land uses and would not include a residential component. While this alternative would not create residential land uses, it would create new employment opportunities with its proposed commercial and professional office uses. Potential for job creation would depend on the exact nature and type of commercial uses developed, but it is likely that this alternative would create a similar, if not increased, number of new jobs as compared to the project. Regardless, this alternative would not result in substantial or unplanned population growth, similar to the project. However, this alternative would not help the City reach its housing development allocation goals per the RHNA or facilitate the development of affordable homes. Alternative 1 would not result in the demolition or removal of existing homes and would not require additional homes to be constructed elsewhere, similar to the project.

Therefore, impacts of Alternative 1 related to population and housing would be *similar* in comparison to impacts associated with the project.

PUBLIC SERVICES AND RECREATION

Alternative 1 includes proposed commercial and professional office land uses and would not include a residential component. Without the residential component, this alternative would not generate the same increase in population and would not result in the same increase in the level of demand on existing public services such as schools, libraries, or recreational facilities. However, future development of the project site would generate new employment opportunities and introduce new structures onsite that would still require fire and police protection services. Similar to the project, any new development on the site would be required to pay growth mitigation fees as set forth in Municipal Code Section 8-15 to offset impacts for the increased demand on public services, such as fire and police protection.

Therefore, impacts of Alternative 1 related to public services and recreation would be *similar* in comparison to impacts associated with the project.

TRANSPORTATION

Alternative 1 would provide for development of the project site with solely commercial and professional office land uses. The project would not introduce mixed-use development and thus would not promote vehicle miles traveled (VMT) reduction to the same degree as the proposed project. As well, the alternative would be expected to generate additional VMT as compared to the project. Without conducting a VMT analysis for this alternative, it is difficult to fully evaluate the effects of this alternative on the transportation system. However, considering the lack of mixed use and the emphasis on professional office uses, it is expected that employees that would travel to the site for employment would create additional VMT as compared to the proposed project. The level of employment-generating use included in this alternative would make it difficult for the alternative to meet VMT thresholds, even though the project site is in an area that has considerable residential uses. While it is reasonable to assume that this alternative could reduce hazardous transportation conditions and emergency access considerations to below a level of significance, this alternative would be expected create inconsistencies with policies promoting mixed use and reducing VMT.

Therefore, impacts of Alternative 1 related to transportation would be *increased* in comparison to impacts associated with the project.

UTILITIES AND SERVICE SYSTEMS

Alternative 1 would result in buildout of the entire 43.75-acre project site in a manner similar to the project, resulting in the need for the construction of new and expanded infrastructure improvements onsite as well as several improvements that would be necessary outside of the boundaries of the project site. This alternative would be required to implement the project's identified mitigation to reduce potential adverse impacts on the environment. While this alternative does not include a housing component, the project site would be entirely developed with commercial and professional office land uses, which would result in an increased demand for water, as well as increase wastewater and solid waste generation rates over existing conditions, similar to the project.

Overall, impacts of Alternative 1 related to utilities and service systems would be *similar* in comparison to impacts associated with the project.

5.4.3 Alternative 2: Tree Preservation and Reduced Housing Density

Alternative 2, Tree Preservation and Reduced Housing Density Alternative, would include annexation of the project site into the Santa Maria city limits. Allowable development under this alternative would include a mix of commercial uses similar to those proposed by the project, combined with lower-density residential land uses (i.e., a reduced number of dwelling units when compared to the project) (Figure 5-2). The land use and zoning designations would be the same as the project, however the housing proposed under this alternative would be closer to, but still higher than, the density and extent of the existing housing located in the neighborhoods surrounding the project site.

Another feature of this alternative would be the preservation and enhancement of several natural features of the site. There are many mature trees and other natural features on the project site that are aesthetically desirable and provide important shade relief and biological resource benefit. In this alternative, many of these mature trees would be retained and development would be planned around them to the extent possible. In addition, this alternative would redesign park areas proposed by the project in a way that orients them away from busy roads and intersections, while offering internal connections and pathways between land uses. The construction of new and expanded utility infrastructure would continue to be required in this alternative. Table 5-4 provides an overview of the buildout scenario for Alternative 2.

Table 5-4. Overview of Alternative 2

Zoning Designations	Acres	Residential Units	Potential Floor Area (square feet)
General Commercial (C-2)	16.35	N/A	134,096
High-Density Residential (R-3) Apartments	20.2	246	N/A
High-Density Residential (R-3) Townhomes	7.2	66	N/A
Total	43.75	312	134,096

Source: RRM Design Group Alternative Concept Plans (2022)

Alternative 2 would allow for 134,096 square feet of commercial uses and accommodate 312 housing units. When compared to the project, this alternative would allow for an additional 9,346 square feet of commercial uses and 183 fewer housing units. This alternative would result in 43.75 acres of ground disturbance, equal to the project.



Figure 5-2. Alternative 2: Tree Preservation and Reduced Housing Density.

While this alternative is similar to the proposed project in that it would provide a mixture of residential and commercial uses, it is not known whether the Applicant would be interested in developing this alternative as the financial implications to the Applicant related to the reduction in residential units are not known. As well, it is important to note that this alternative would provide less housing so it would contribute less to the City's RHNA goals when compared to the proposed project.

5.4.3.1 Relationship to Project Objectives

The Tree Preservation and Reduced Housing Density Alternative would achieve all the project objectives. Table 5-5 outlines this alternative's ability to attain the basic project objectives outlined above and in Chapter 2, Project Description.

Table 5-5. Attainment of Project Objectives: Alternative 2, Tree Preservation and Reduced Housing Density Alternative

Project Objective	Alternative's Consistency with Project Objective
To facilitate development of the site, provide for annexation of the Richards Ranch property to the City of Santa Maria to allow for the use of City supplemental water supplies consistent with the Santa Maria Groundwater Basin adjudication.	Yes. The project site would be annexed into the city of Santa Maria and would therefore be able to access the supplemental water rights available to the City per their agreement with Golden State Water.
Develop an economically feasible plan that is compatible with the surrounding community and designed to serve the housing and commercial needs of the city and region.	Yes. This alternative would provide a mix of housing and commercial development at a lesser extent than the project, but would still contribute to the commercial and housing needs of the region.
Develop this infill property while respecting the surrounding existing neighborhoods. The project would include setback and landscaping buffers.	Yes. The Santa Maria General Plan and associated Municipal Code provide specific setback and landscaping buffer requirements to ensure development would be complementary and compatible with the existing surrounding land uses.
Provide high-density housing to meet the needs of the city and help address the current RHNA. The various types of housing units will be available for rent while others will be for-sale units.	Yes. While housing would be included in this alternative, it would be at a lower density than that of the project. It would provide a lower number of units and likely a single type of unit as opposed to various types of housing units; however, it would still contribute to meeting the needs set forth in the RHNA.
Provide commercial uses that would serve the daily needs of the new residents and the surrounding community, including those traveling on UVP.	Yes. A variety of commercial uses would be allowed under this alternative to serve the daily needs of the new residents and the surrounding community.
Establish sufficient land to accommodate the needs for onsite stormwater retention in an aesthetically pleasing manner that can be planned for recreational uses.	Yes. As part of any future development, plans for stormwater retention facilities would be subject to the development standards and design review as required by the City's Municipal Code. In addition, a comprehensive drainage plan would be prepared to demonstrate stormwater runoff is conveyed in a non-erosive manner in accordance with the Regional Water Quality Control Board stormwater requirements and City Public Improvement Standards.
Include architectural and landscaping amenities along UVP and SR 135 to address the visual resources along these travelways.	Yes. The Santa Maria General Plan and associated Municipal Code provide regulations, development standards, and design requirements for zoning districts (e.g., building setbacks, height restrictions, landscape plans, architectural review plans, etc.) to protect visual resources along UVP and SR 135.
Create uses that are consistent with the noise, height, and safety guidelines of the adopted 1993 ALUP and the Draft 2022 ALUCP.	Yes. As part of any future development, an approval application for development permits for new land uses onsite would be required to demonstrate full compliance with the applicable safety standards and compatibility policies of the airport land use plan in effect at the time. Consistency with the airport land use plan would be required to be reviewed and verified by the City Community Development Department prior to building permit issuance.

Project Objective	Alternative's Consistency with Project Objective
Assure the orderly development of the City of Santa Maria General Plan planning area by providing the effective and efficient development of public facilities, infrastructure, and services appropriate for the planning area.	Yes. Development of the project site would continue to require the construction of new and expanded utility infrastructure.
Provide the City with increased sales tax and property tax.	Yes. The development of new buildings for commercial and residential purposes would create an increase in sales and property tax for the City.
Conform to Santa Barbara County Local Agency Formation Commission (SBLAFCO) requirements to allow for approval of the annexation of the site to the city limits	Yes. Conforming with SBLAFCO requirements to allow for approval of annexation of the site to the city limits could be achieved under this alternative.

5.4.3.2 Comparison of Significant Effects of Alternative to the Project

Under Alternative 2, buildout of the project site would allow for similar land uses as those proposed by the project, with the major difference being the reduced density of proposed housing and the retainment of the mature trees and other natural features onsite, to the extent possible. This alternative would still require grading and ground-disturbing activities at the project site, although to a lesser extent. It is likely that this alternative would continue to require the construction of new and expanded utility infrastructure, similar to the project. As a result, impacts of this alternative would generally be similar to that of the project with the exception of biological resource impacts. Preservation of the mature trees and other natural features onsite would reduce many of the project impacts related to biological resources while creating better consistency with the City's Resource Management Element.

As a result, impacts under this alternative would be *decreased* when compared to impacts associated with the project. Alternative 2 would meet most of the project objectives.

AESTHETICS

As stated, Alternative 2 includes the same land use designations as the project but would propose a reduction in the number of total dwelling units to be constructed on the project site. Residential land uses would remain situated south of UVP, but this area would be developed to a lesser extent than the project, with fewer residential units, consistent with the neighboring residential development. Like the project, this alternative would not have a substantial effect on a scenic vista or damage scenic resources within a State Scenic Highway as no such resources have been identified within the vicinity of the project site. While the project site would be developed to a lesser extent in this alternative and would include the preservation of the mature trees onsite to the greatest extent possible, it would still result in the development of a currently undeveloped site, causing a notable change in the site's existing visual character. Inhabitants of the surrounding residential land uses as well as motorists, cyclists, and pedestrians traveling along public roadways would notice this visual change, as they would with the project. Development under this alternative would be required to adhere to the same guidance and requirements set forth in City Municipal Code for design review, landscape standards, and lighting and glare requirements as the project.

Therefore, impacts of the Alternative 2 related to aesthetics would be *similar* in comparison to impacts associated with the project.

AIR QUALITY AND GREENHOUSE GAS EMISSIONS

Implementation of Alternative 2 would still result in an increase in criteria pollutant emissions because construction activities would still occur, and new operational sources would be created. Construction

activities would result in a short-term increase in air pollutant emissions generated by construction equipment and vehicle use and ground-disturbing activities. As identified for the project, this alternative would also be required to implement mitigation to reduce construction-related air pollutant emissions. Operational emissions would be lower under this alternative due to the reduction in daily vehicle trips related to the reduced housing density; however, impacts of this alternative would still be similar to the project as the project's operational air quality would not exceed established SBCAPCD thresholds. This alternative would be similar to the project's potentially significant impact related to exposing nearby residential development to toxic air contaminants from the use of off-road diesel equipment since construction activities would still occur within 1,000 feet of nearby sensitive receptors. All other air quality and odor impacts associated with this alternative would be similar to the project.

This alternative would allow for buildout of the project site, requiring the use of equipment and vehicles that would generate short-term GHG emissions. However, given that the land uses of this alternative are similar to the project, it would not generate greenhouse gas emissions above established SBCAPCD thresholds. Long-term GHG emissions would be generated by vehicle trips created by the project and operational energy use. This alternative would likely not exceed the given operational GHG emissions thresholds, resulting in similar impacts as the project. This alternative, similar to the project, has the potential to be inconsistent with goals and objectives of the SBCAG 2040 RTP/SCS related to reducing criteria pollutant emissions and promoting alternative modes of transportation. In addition, the project does not include BMPs that would constitute its "fair share" of what would be required to meet the State's long-term climate goals set forth in CARB California's Draft 2022 Scoping Plan Update. It would be subject to the same mitigation measures set forth for the project to reduce operation GHG emissions, and therefore would be similar to the project.

Therefore, impacts of Alternative 2 related to air quality and greenhouse gas emissions would be *similar* in comparison to impacts associated with the project.

BIOLOGICAL RESOURCES

Alternative 2 would result in buildout of the project site to a lesser extent than the project and include the preservation of the mature trees and other natural features present at the project site, to the extent possible. While the site's natural features would become incorporated into the future buildout plan in this alternative, grading and ground-disturbing activities of 43.75 acres would still be necessary to prepare the site for development. In addition, this alternative would continue to require infrastructure improvements on- and off-site to support development of the site. Like the project, these construction-related activities would have the same potential as the project to result in direct and indirect impacts to special-status wildlife species identified in Section 4.3, Biological Resources, including the Northern California legless lizard, monarch butterfly, western red bat, and nesting migratory birds and raptors. As such, the same mitigation measures proposed by the project would be required in this alternative.

However, due to this alternative's preservation of the site's mature trees and other natural features, project impacts related to conflicts with local policies and ordinances protecting biological resources, specifically considerations under the City's RME and Municipal Code, would be avoided. In addition, substantially fewer trees would have to be replaced under the project's mitigation measure requiring tree replacement, and instead any trees that are removed under this alternative would occur following the guidelines set forth in Chapter 44 of Title 12 of the Municipal Code, and no mitigation would be necessary. This alternative would allow for the mature trees onsite to remain as part of the City's existing urban forest.

Therefore, impacts of Alternative 2 related to biological resources would be *decreased* in comparison to impacts associated with the project.

CULTURAL AND TRIBAL CULTURAL RESOURCES

Alternative 2 would result in buildout of the project site to a lesser extent than the project; however, grading and ground-disturbing activities would still be necessary to prepare the site for development. The project site does not contain any historical buildings or structures that would be eligible for listing in the CRHR or local register of historic resources, and while there are no known cultural archaeological resources within the project site, ground-disturbing activities would have the potential to result in direct disturbance to prehistoric archaeological and/or unknown tribal cultural resources if present within future disturbance areas. Additionally, due to the extent of proposed ground-disturbing activities, there is potential for inadvertent discovery of previously unidentified cultural resources and human remains. This alternative would be required to implement mitigation measures identified for the project, which have been included to reduce impacts related to inadvertent discovery of previously unidentified resources, including human remains. Alternative 2 would have the same potential to disturb known and unknown cultural resources sites and be subject to the implementation of identified mitigation for the project.

Therefore, impacts of Alternative 2 related to cultural and tribal cultural resources would be *similar* in comparison to impacts associated with the project.

ENERGY

Alternative 2 would result in the consumption of energy resources associated with electricity, water use (i.e., water pumping, heating, etc.), and natural gas in a manner consistent with the project since it proposes similar land uses. This alternative would be required to implement the same mitigation measures identified for the project to avoid unnecessary, wasteful, or inefficient energy use.

Therefore, impacts of Alternative 2 related to energy would be *similar* in comparison to impacts associated with the project.

GEOLOGY AND SOILS

Alternative 2 would include the development of the project site and allow for the construction of new habitable buildings and structures would have the same potential for seismic-related hazards, including fault rupture, ground shaking, liquefaction, and landslide and the potential for other ground-failure events as the project. This alternative would be required to implement mitigation and adhere to CBC and other applicable engineering standards to reduce potential impacts related to seismic-related and other ground-failure events. Under Alternative 2, ground disturbance activities would occur to a lesser extent than the project but would have similar potential to increase erosion and loss of topsoil during construction. This alternative would be required to comply with an SWRCB General Construction Permit related to short- and long-term erosion control at the project site. In addition, this alternative would have the same potential to disturb paleontological resources if present within the proposed area of disturbance and would be required to implement mitigation to reduce potential disturbance to paleontological resources during project construction.

Therefore, impacts of the Alternative 2 related to geology and soils impacts would be *similar* in comparison to impacts associated with the project.

HAZARDS AND HAZARDOUS MATERIALS

Alternative 2 would result in buildout of the project site to a lesser extent than the project; however, it would continue to require the use of construction-related hazardous materials (e.g., fuels, gasoline, solvents, oils, paints, etc.) and would be required to comply with state and local regulations to reduce associated hazards. This alternative would not include radically different land uses or features that could facilitate the use of hazardous materials that could result in significant upset if released. As with the

project, construction of infrastructure improvements on- and off-site (i.e., enlargements of water and sewer main below SR 135 and Orcutt Road) could result in the release of ADL, a hazardous material, into the environment. This alternative would require the same mitigation as the project to reduce the significance of these potential impacts. In addition, development in accordance with this alternative has the potential to create land uses that may be inconsistent with the applicable airport land use policies or create a potential safety hazard for land uses located within Safety Area 2 of the 1993 ALUP or Safety Areas 2 or 4 of the 2022 Draft ALUCP. The project's mitigation measure related to this potential impact would also be required under this alternative.

Therefore, impacts of Alternative 2 related to hazards and hazardous materials impacts would be *similar* in comparison to impacts associated with the project.

HYDROLOGY AND WATER QUALITY

The project site does not support any natural drainage or surface water features and is currently undeveloped, consisting of largely pervious surfaces. Alternative 2 would result in buildout of the project site to a lesser extent than the project and is likely to reduce the acreage of impervious surfaces when compared to the project due to the reduced housing density and building footprints. Allowable development under this alternative, although reduced in scale when compared to the project, would still require ground-disturbing activities during construction, including excavation, grading, and other earthwork. Like the project, the potential exists for substantial increases in soil erosion and sediment transport that have the potential to affect water quality from runoff. The increase in impervious surfaces on the project site, while less than that proposed by the project, would also result in an increase of people and vehicles on the project site. These increases would have the potential to increase the pollutants and non-stormwater discharges that could adversely impact water quality. Development of the project site in this alternative also has the potential to interfere substantially with groundwater recharge and a loss of basin-wide percolation, like the project, due to the site changing from undeveloped to a developed condition. Even though this alternative would develop the project site to a lesser extent, it would still result in a large amount of soil disturbance, require the use of construction equipment and vehicles during construction, and result in a large amount of new impervious surface areas at the project site (compared to existing conditions), which is consistent with the project. Further, this alternative would be subject to the same mitigation measures as the project as well as all applicable state and local water quality protection requirements, which is also consistent with the project.

Therefore, impacts of Alternative 2 related to hydrology and water quality would be *similar* in comparison to impacts associated with the project.

LAND USE AND PLANNING

Alternative 2 would not result in new features that could physically divide an established community, consistent with the project. In addition, this alternative would include a reduced density housing component when compared to the project; however, this housing component would contribute to meeting many of the policies of the City's Land Use and Housing Elements and 2040 RTP/SCS.

Therefore, impacts of Alternative 2 related to land use and planning would be *similar* in comparison to impacts associated with the project.

NOISE

Alternative 2 would result in buildout of the project site to a lesser extent than the project; however, like the project, it would result in the generation of similar short-term, intermittent increases in ambient noise during the construction phase from initial site improvements, vehicle and equipment movement, and future construction of residential and commercial land uses. Like the project, construction activities in this

alternative would have the potential to result in temporary exceedances of the maximum acceptable noise levels for residential land uses set forth in the City's Municipal Code (Table 4.10-8). In addition, this alternative would create similar long-term, permanent increases in ambient noise levels, primarily associated with potential increases in vehicle traffic on nearby roadways as well as onsite activities. Alternative 2 would be required to implement many of the same mitigation measures as the project to reduce construction-related noise and operational impacts related to future traffic noise levels, although the exact locations of sound barriers for the final design plan may need to be modified to address the specific land use distribution of the alternative.

Therefore, impacts of Alternative 2 related to noise would be *similar* in comparison to impacts associated with the project.

POPULATION AND HOUSING

Alternative 2 would result in buildout of the project site to a lesser extent than the project, providing 312 units of high-density residential uses and creating an estimated increase in population of 1,164 residents (an approximate 37% reduction in housing and population when compared to the project).¹ The retail commercial land uses proposed in this alternative would also create new employment. Potential for job creation would depend on the exact nature and type of commercial uses developed, but it is likely that this alternative would create a similar number of new jobs as compared to the project. Because this alternative would result in less housing density, there would be less of a population increase than the project. However, the project's contribution to population growth was determined to be within planned growth under the SBCAG growth projections, so this alternative would result in similar impacts as the project and would not result in substantial or unplanned population growth. In addition, this alternative would also meet the City's planning goals to provide additional housing and would contribute to housing development allocation goals per the RHNA. Alternative 2 would not result in the demolition or removal of existing homes and would not require additional homes to be constructed elsewhere, similar to the project.

Therefore, impacts of Alternative 2 related to population and housing would be *similar* in comparison to impacts associated with the project.

PUBLIC SERVICES AND RECREATION

Alternative 2 would result in buildout of the project site to a lesser extent than the project but would include the same type of land use designations, generating an incremental increase in population and new employment opportunities at the project site. This would result in a similar level of demand on existing public services and recreational facilities as the project. Future development of the project site under this alternative would be subject to pay the growth mitigation fees as set forth in Municipal Code Section 8-15 as well as state-mandated impact mitigation fees for schools, similar to the project. In addition, this alternative would create a similar amount of dedicated park space as the project, although it would be situated differently on the project site. Like the project, inclusion of these park areas within the project site would contribute to the City's current parkland level of service by providing accessible parkland to new residents generated by the project and to other residents within the community. As such, Alternative 2 would result in an increased demand on public services and recreational facilities in a manner that is consistent with the project.

Therefore, impacts of the Alternative 2 related to public services and recreation would be *similar* in comparison to impacts associated with the project.

¹ Projected population increase calculated using an estimate growth factor of 3.73 residents per dwelling unit, consistent with the analysis in Section 4.11, Population and Housing.

TRANSPORTATION

Alternative 2 would result in development of the project site but at a lower overall density as compared to the project. Like the project, Alternative 2 would introduce mixed-use development and promote VMT reduction. As well, similar to the project, Alternative 2 could reduce hazardous transportation conditions and emergency access considerations to below a level of significance.

Therefore, impacts of Alternative 2 related to transportation would be *similar* in comparison to impacts associated with the project.

UTILITIES AND SERVICE SYSTEMS

Alternative 2 would result in buildout of the project site to a lesser extent than the project; however, the land uses proposed in this alternative are similar to the project and would continue to result in the need for the construction of new and expanded infrastructure improvements onsite as well as several improvements that would be necessary outside of the boundaries of the project site. The types of land uses proposed by this alternative would likely result in similar, although slightly reduced due to less residential uses, water demand and wastewater generation. This alternative would be required to implement the project's identified mitigation to reduce potential adverse impacts on the environment.

Overall, impacts of Alternative 2 related to utilities and service systems would be *similar* in comparison to impacts associated with the project.

5.4.4 Alternative 3: Mixed Use with Additional Commercial Uses

Alternative 3, Mixed Use with Additional Commercial Uses Alternative, as with all the alternatives and the project, would include annexation of the project site into the Santa Maria city limits. Development under this alternative would be similar to the project in the allowable land use designations; however, the balance and location of proposed uses would be different (i.e., proposed commercial uses would be developed to a greater extent as compared to proposed residential uses—63% commercial land use and 37% residential land use) (Figure 5-3). This alternative design would include more commercial and retail land uses both to the north and south of UVP, as well as along Orcutt Road south of UVP. Commercial and professional office uses would account for approximately one-third of the area south of UVP and the remainder would consist of residential uses situated in the southeastern portion of the project site only. In addition, this alternative would be designed with a focus on walkability between the land uses on the project site with connected pathways and bike trails to increase access for both pedestrians and bicyclists in and around the project site. Table 5-6 provides an overview of the buildout scenario for Alternative 3.

Table 5-6. Overview of Alternative 3

Zoning Designations	Acres	Residential Units	Potential Floor Area (square feet)
General Commercial (C-2)	16.35	N/A	134,096
Commercial and Professional Office (CPO)	6.40	N/A	70,000
High-Density Residential (R-3) Apartments	12.30	288	N/A
High-Density Residential (R-3) Townhomes	8.70	89	N/A
Total	43.75	377	204,096

Source: RRM Design Group Alternative Concept Plans (2022)



This alternative would allow for 134,096 square feet of commercial uses, 70,000 square feet of commercial and professional office uses, and would accommodate 377 housing units. When compared to the project, this alternative would allow for an additional 9,346 square feet of commercial uses, an additional 70,000 square feet of commercial and professional office uses, and 118 fewer housing units. This alternative would require grading and ground disturbance activities on the entire 43.75-acre project site. The construction of new and expanded utility infrastructure would continue to be required in this alternative.

5.4.4.1 Relationship to Project Objectives

The Mixed Use with Additional Commercial Uses Alternative would achieve all the project objectives. Table 5-7 outlines this alternative's ability to attain the basic project objectives outlined above and in Chapter 2, Project Description.

Table 5-7. Attainment of Project Objectives: Alternative 3, Mixed Use with Additional Commercial Uses Alternative

Project Objective	Alternative's Consistency with Project Objective
To facilitate development of the site, provide for annexation of the Richards Ranch property to the City of Santa Maria to allow for the use of City supplemental water supplies consistent with the Santa Maria Groundwater Basin adjudication.	Yes. The project site would be annexed into the city of Santa Maria and would therefore be able to access the supplemental water rights available to the City per their agreement with Golden State Water.
Develop an economically feasible plan that is compatible with the surrounding community and designed to serve the housing and commercial needs of the city and region.	Yes. This alternative would provide a mix of housing and commercial development at a lesser extent than the project, but would still, in part, contribute to the commercial and housing needs of the region.
Develop this infill property while respecting the surrounding existing neighborhoods. The project would include setback and landscaping buffers.	Yes. The Santa Maria General Plan and associated Municipal Code provide specific setback and landscaping buffer requirements to ensure development would be complementary and compatible with the existing surrounding land uses.
Provide high-density housing to meet the needs of the city and help address the current RHNA. The various types of housing units will be available for rent while others will be for-sale units.	Yes. While housing would be included in this alternative, it would be at a lower density than that of the project. It would provide a lower number of units and likely a single type of unit as opposed to various types of housing units, but still contribute to meeting the needs set forth in the RHNA.
Provide commercial uses that would serve the daily needs of the new residents and the surrounding community, including those traveling on UVP.	Yes. An increased variety of commercial uses would be allowed under this alternative to serve the daily needs of the new residents and the surrounding community.
Establish sufficient land to accommodate the needs for onsite stormwater retention in an aesthetically pleasing manner that can be planned for recreational uses.	Yes. As part of any future development, plans for stormwater retention facilities would be subject to the development standards and design review as required by the City's Municipal Code. In addition, a comprehensive drainage plan would be prepared to demonstrate stormwater runoff is conveyed in a non-erosive manner in accordance with the Regional Water Quality Control Board stormwater requirements and City Public Improvement Standards.
Include architectural and landscaping amenities along UVP and SR 135 to address the visual resources along these travelways.	Yes. The Santa Maria General Plan and associated Municipal Code provide regulations, development standards, and design requirements for zoning districts (e.g., building setbacks, height restrictions, landscape plans, architectural review plans, etc.) to protect visual resources along UVP and SR 135.
Create uses that are consistent with the noise, height, and safety guidelines of the adopted 1993 ALUP and the Draft 2022 ALUCP.	Yes. As part of any future development, an approval application for development permits for new land uses onsite would be required to demonstrate full compliance with the applicable safety standards and compatibility policies of the airport land use plan in effect at the time. Consistency with the airport land use plan would be required to be reviewed and verified by the City Community Development Department prior to building permit issuance.

Project Objective	Alternative's Consistency with Project Objective
Assure the orderly development of the City of Santa Maria General Plan planning area by providing the effective and efficient development of public facilities, infrastructure, and services appropriate for the planning area.	Yes. Development of the project site would continue to require the construction of new and expanded utility infrastructure.
Provide the City with increased sales tax and property tax.	Yes. The development of new buildings for commercial and residential purposes would create an increase in sales and property tax for the City.
Conform to Santa Barbara County Local Agency Formation Commission (SBLAFCO) requirements to allow for approval of the annexation of the site to the city limits	Yes. Conforming with SBLAFCO requirements to allow for approval of annexation of the site to the city limits could be achieved under this alternative.

5.4.4.2 Comparison of Significant Effects of Alternative to the Project

Alternative 3 includes the similar land use designations as the project but would propose a reduction in the number of total dwelling units to be constructed on the project site. Residential land uses would remain situated south of UVP, but this area would be developed to a lesser extent than the project, with fewer residential units, consistent with the neighboring residential development. This alternative would still require grading and ground-disturbing activities to occur across the entire 43.75-acre project site and would also require the construction of new and expanded utility infrastructure, similar to the project. As a result, impacts of this alternative would generally be *similar* to that of the project. Alternative 3 would meet all of the project objectives.

AESTHETICS

Alternative 3 includes the same land use designations as the project but would propose a reduction in the number of total dwelling units to be constructed on the project site. Residential land uses would remain situated south of UVP, but this area would be developed to a lesser extent than the project, with fewer residential units, consistent with the neighboring residential development. Like the project, this alternative would not have a substantial effect on a scenic vista or damage scenic resources within a State Scenic Highway as no such resources have been identified within the vicinity of the project site. While residential land uses would be developed to a lesser extent in this alternative, development of the project site in this alternative would still result in a notable change in the site's existing visual character, from undeveloped to developed. Inhabitants of the surrounding residential land uses as well as motorists, cyclists, and pedestrians traveling along public roadways would notice this visual change, as they would with the project. Development under this alternative would be required to adhere to the same guidance and requirements set forth in City Municipal Code for design review, landscape standards, and lighting and glare requirements as the project.

Therefore, impacts of the Alternative 3 related to aesthetics would be *similar* in comparison to impacts associated with the project.

AIR QUALITY AND GREENHOUSE GAS EMISSIONS

Implementation of Alternative 3 would result in an increase in criteria pollutant emissions because construction activities would still occur, and new operational sources would be created. Construction activities would result in a short-term increase in air pollutant emissions generated by construction equipment and vehicle use and ground-disturbing activities. As identified for the project, this alternative would also be required to implement mitigation to reduce construction-related air pollutant emissions. Operational emissions would be lower under this alternative due to the reduction in daily vehicle trips related to the reduced housing density; however, impacts of this alternative would still be similar to the

project as the project's operational air quality would not exceed established SBCAPCD thresholds. This alternative would be similar to the project's potentially significant impact related to exposing nearby residential development to toxic air contaminants from the use of off-road diesel equipment, since construction activities would still occur within 1,000 feet of nearby sensitive receptors. All other air quality and odor impacts associated with this alternative would be similar to the project.

This alternative would allow for buildout of the project site, requiring the use of equipment and vehicles that would generate short-term GHG emissions. However, given the land uses of this alternative are similar to the project, it would not generate greenhouse gas emissions above established SBCAPCD thresholds. Long-term GHG emissions would be generated by vehicle trips created by the project and operational energy use. This alternative would likely not exceed the given operational GHG emissions thresholds, resulting in similar impacts as the project. This alternative, similar to the project, has the potential to be inconsistent with goals and objectives of the SBCAG 2040 RTP/SCS related to reducing criteria pollutant emissions and promoting alternative modes of transportation. In addition, the project does not include BMPs that would constitute its "fair share" of what would be required to meet the State's long-term climate goals set forth in CARB California's Draft 2022 Scoping Plan Update. It would be subject to the same mitigation measures set forth for the project to reduce operation GHG emissions, and therefore would be similar to the project.

Therefore, impacts of Alternative 3 related to air quality and greenhouse gas emissions would be *similar* in comparison to impacts associated with the project.

BIOLOGICAL RESOURCES

Alternative 3 would result in buildout of the entire 43.75-acre project site in a manner consistent with the project, requiring the same grading and ground-disturbing activities necessary to prepare the site for development. As such, this alternative would have the same potential as the project to result in direct and indirect impacts related to construction activities to special-status wildlife species identified in Section 4.3, Biological Resources, including the Northern California legless lizard, monarch butterfly, western red bat, and nesting migratory birds and raptors. In addition, this alternative would require infrastructure improvements beyond the 43.75-acre project site boundary with the potential to impact special-status wildlife species directly or indirectly and require the same mitigation as proposed by the project. Like the project, this alternative would also involve the removal of the existing trees located onsite, in whole or in part, resulting in conflicts with local policies and ordinances protecting biological resources, specifically considerations under the City's RME and Municipal Code and would require the same mitigation measure as the project.

Therefore, impacts of Alternative 3 related to biological resources would be *similar* in comparison to impacts associated with the project.

CULTURAL AND TRIBAL CULTURAL RESOURCES

Alternative 3 would result in buildout of the entire 43.75-acre project site in a manner consistent with the project, requiring the same grading and ground-disturbing activities necessary to prepare the site for development. The project site does not contain any historical buildings or structures that would be eligible for listing in the CRHR or local register of historic resources and while there are no known cultural archaeological resources within the project site, ground-disturbing activities would have the potential to result in direct disturbance to prehistoric archaeological resources and/or unknown tribal cultural resources if present within future disturbance areas. Additionally, due to the extent of proposed ground-disturbing activities, there is potential for inadvertent discovery of previously unidentified cultural resources and human remains. This alternative would be required to implement mitigation measures identified for the project, which have been included to reduce impacts related to inadvertent discovery of

previously unidentified resources, including human remains. Alternative 3 would have the same potential to disturb known and unknown cultural resources sites and be subject to the implementation of identified mitigation for the project.

Therefore, impacts of Alternative 3 related to cultural and tribal cultural resources would be *similar* in comparison to impacts associated with the project.

ENERGY

Alternative 3 would result in the consumption of energy resources associated with electricity, water use (i.e., water pumping, heating, etc.), and natural gas in a manner consistent with the project since it proposes similar land uses. This alternative would be required to implement the same mitigation measures identified for the project to avoid unnecessary, wasteful, or inefficient energy use.

Therefore, impacts of Alternative 3 related to energy would be *similar* in comparison to impacts associated with the project.

GEOLOGY AND SOILS

Alternative 3 would include the development of the project site and allow for the construction of new habitable buildings and structures would have the same potential for seismic-related hazards, including fault rupture, ground shaking, liquefaction, and landslide and the potential for other ground-failure events as the project. This alternative would be required to implement mitigation and adhere to CBC and other applicable engineering standards to reduce potential impacts related to seismic-related and other ground-failure events. Under this alternative, ground disturbance and tree removal for project construction would be generally consistent with the project and would have similar potential to increase erosion and loss of topsoil during construction. This alternative would be required to comply with an SWRCB General Construction Permit related to short- and long-term erosion control at the project site. In addition, this alternative would have the same potential to disturb paleontological resources if present within the proposed area of disturbance and be required to implement mitigation to reduce potential disturbance to paleontological resources during project construction.

Therefore, impacts of the Alternative 3 related to geology and soils impacts would be *similar* in comparison to impacts associated with the project.

HAZARDS AND HAZARDOUS MATERIALS

Alternative 3 would result in buildout of the entire 43.75-acre project site in a manner consistent with the project. This would require the use of construction-related hazardous materials (e.g., fuels, gasoline, solvents, oils, paints, etc.) and be required to comply with state and local regulations to reduce associated hazards. This alternative would not include radically different land uses or features that could facilitate the use of hazardous materials that could result in significant upset if released. As with the project, construction of infrastructure improvements on- and off-site (i.e., enlargements of water and sewer main below SR 135 and Orcutt Road) could result in the release of ADL, a hazardous material, into the environment. This alternative would require the same mitigation as the project to reduce the significance of these potential impacts. In addition, development in accordance with this alternative has the potential to create land uses that may be inconsistent with the applicable airport land use policies or create a potential safety hazard for land uses located within Safety Area 2 of the 1993 ALUP or Safety Areas 2 or 4 of the 2022 Draft ALUCP. The project's mitigation measure related to this potential impact would also be required under this alternative.

Therefore, impacts of Alternative 3 related to hazards and hazardous materials impacts would be *similar* in comparison to impacts associated with the project.

HYDROLOGY AND WATER QUALITY

The project site does not support any natural drainage or surface water features and it is currently undeveloped, consisting of largely pervious surfaces. Alternative 3 would result in buildout of the project site but is likely to reduce the acreage of impervious surfaces when compared to the project due to the added dedication of park/open space in the northern portion of the project site. Allowable development under this alternative would continue to require ground-disturbing activities during construction, including excavation, grading, and other earthwork. Like the project, the potential exists for substantial increases in soil erosion and sediment transport that have the potential to affect water quality from runoff. The increase in impervious surfaces on the project site from existing conditions, while less than that proposed by the project, would also result in an increase of people and vehicles on the project site. These increases would have the potential to increase the pollutants and non-stormwater discharges that could adversely impact water quality. Development of the project site in this alternative also has the potential to interfere substantially with groundwater recharge and a loss of basin-wide percolation, like the project, due to the site changing from undeveloped to a developed condition. Even though this alternative would develop the project site to a lesser extent, it would still result in a large amount of soil disturbance, require the use of construction equipment and vehicles during construction, and result in a large amount of new impervious surface areas at the project site (compared to existing conditions), which is consistent with the project. Further, this alternative would be subject to the same mitigation measures as the project as well as all applicable state and local water quality protection requirements, which is also consistent with the project.

Therefore, impacts of Alternative 3 related to hydrology and water quality would be *similar* in comparison to impacts associated with the project.

LAND USE AND PLANNING

Alternative 3 would not result in new features that could physically divide an established community, consistent with the project. This alternative would require the same mitigation as proposed by the project. In addition, this alternative would include a reduced density housing component when compared to the project; however, this housing component would contribute to meeting many of the policies of the City's Land Use and Housing Elements and 2040 RTP/SCS.

Therefore, impacts of Alternative 3 related to land use and planning would be *similar* in comparison to impacts associated with the project.

NOISE

Alternative 3 would result in buildout of the entire 43.75-acre project site in a manner consistent with the project, resulting in the generation of similar short-term, intermittent increases in ambient noise during the construction phase from initial site improvements, vehicle and equipment movement, and future construction of residential and commercial land uses. Like the project, construction activities in this alternative would have the potential to result in temporary exceedances of the maximum acceptable noise levels for residential land uses set forth in the City's Municipal Code (Table 4.10-8). In addition, this alternative would create similar long-term, permanent increases in ambient noise levels, primarily associated with potential increases in vehicle traffic on nearby roadways as well as onsite activities. Alternative 3 would be required to implement many of the same mitigation measures as the project to reduce construction-related noise and operational impacts related to future traffic noise levels, although

the exact locations of sound barriers for the final design plan may need to be modified to address the specific land use distribution of the alternative.

Therefore, impacts of Alternative 3 related to noise would be *similar* in comparison to impacts associated with the project.

POPULATION AND HOUSING

Alternative 3 would result in buildout of the project site, providing high-density residential land uses at a lesser density than the project: 377 of high-density residential uses creating an estimated increase of 1,406 residents (an approximate 24% reduction in housing and population when compared to the project).² The retail commercial land uses proposed in this alternative would also create new employment. Potential for job creation would depend on the exact nature and type of commercial uses developed, but it is likely that this alternative would create a similar number of new jobs as compared to the project. Because this alternative would result in less housing density, there would be less of a population increase than the project. However, the project's population growth was determined to be within planned growth under the SBCAG growth projections, so this alternative would result in similar impacts as the project and would not result in substantial or unplanned population growth. In addition, this alternative would also meet the City's planning goals to provide additional housing and would contribute to housing development allocation goals per the RHNA. Alternative 3 would not result in the demolition or removal of existing homes and would not require additional homes to be constructed elsewhere, similar to the project.

Therefore, impacts of Alternative 3 related to population and housing would be *similar* in comparison to impacts associated with the project.

PUBLIC SERVICES AND RECREATION

Alternative 3 would result in buildout of the project site with the same type of land use designations as the project, generating an increase in population and new employment opportunities at the project site. This would result in a similar level of demand on existing public services and recreational facilities as the project. Future development of the project site under this alternative would be subject to pay the growth mitigation fees as set forth in Municipal Code Section 8-15 as well as state-mandated impact mitigation fees for schools, similar to the project. In addition, this alternative would dedicate a large portion of the project site north of UVP as park and/or open space. This increase in the amount of dedicated park areas on the project site would further contribute to the City's current parkland level of service by providing accessible parkland to new residents generated by the project and to other residents within the community, as with the project. As such, Alternative 3 would result in an increased demand on public services and recreational facilities in a manner that is consistent with the project.

Therefore, impacts of the Alternative 3 related to public services and recreation would be *similar* in comparison to impacts associated with the project.

TRANSPORTATION

Alternative 3 would result in development of the project site but at a lower overall density as compared to the project. Like the project, Alternative 2 would introduce mixed-use development and promote VMT reduction. The provision of additional commercial and retail land uses would support the residential communities near the project site. In addition, this alternative would be designed with a focus on walkability between the land uses on the project site with connected pathways and bike trails to increase

² Projected population increase calculated using an estimate growth factor of 3.73 residents per dwelling unit, consistent with the analysis in Section 4.11, Population and Housing.

access for both pedestrians and bicyclists in and around the project site. For these reasons, the project would be expected to be consistent with reducing VMT, overall, and would also be expected to be consistent with policies and plans related to mixed use and VMT reduction. As well, similar to the project, Alternative 2 could reduce hazardous transportation conditions and emergency access considerations to below a level of significance.

Therefore, impacts of Alternative 3 related to transportation would be *similar* in comparison to impacts associated with the project.

UTILITIES AND SERVICE SYSTEMS

Alternative 3 would result in buildout of the entire 43.75-acre project site in a manner similar to the project, resulting in the need for the construction of new and expanded infrastructure improvements onsite as well as several improvements that would be necessary outside of the boundaries of the project site. This alternative would be required to implement the project's identified mitigation to reduce potential adverse impacts on the environment. The types of land uses proposed by this alternative, although slightly reduced due to less residential uses, would likely result in similar water demand and wastewater generation. This alternative would be required to implement the project's identified mitigation to reduce potential adverse impacts on the environment.

Overall, impacts of Alternative 3 related to utilities and service systems would be *similar* in comparison to impacts associated with the project.

5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The State CEQA Guidelines require an analysis of alternatives to identify an Environmentally Superior Alternative among the alternatives evaluated in the EIR. The Environmentally Superior Alternative is the alternative that would minimize adverse impacts to the environment. Based on the evaluation of alternatives above, the No Project/No Build Alternative would be the Environmentally Superior Alternative because it would minimize the project's adverse impacts to the environment. However, State CEQA Guidelines Section 15126.6(e)(2) states that if the no project alternative is also the Environmentally Superior Alternative, the EIR should then identify an Environmentally Superior Alternative among the other alternatives.

As summarized in Table 5-8, all three project alternatives would have very similar impacts in most of the environmental issues areas as the project, with two exceptions. Alternative 1 (Existing Santa Maria General Plan Land Use Designation) would result in increased environmental impacts related to land use and planning as it does not include a housing component and would not contribute to addressing the current RHNA. Alternative 2 (Tree Preservation and Reduced Housing Density) would result in decreased impacts related to biological resources due to the alternative's focus on tree preservation. Alternative 3 (Mixed Use with Additional Commercial Uses) would have similar impacts when compared to the project in all resource issue areas. Alternative 1 only partially meets the project objectives, while Alternatives 2 and 3 meet the basic project objectives. However, Alternative 2 would be considered the Environmentally Superior Alternative because it would reduce the project's significant impacts while successfully meeting the basic project objectives.

Alternative 2 would result in residential and commercial development, preservation of many of the mature trees on the project site and would redesign park areas proposed by the project in a way that orients them away from busy roads and intersections, while offering internal connections and pathways between land uses. The tree preservation component of this alternative would reduce the impacts related to biological resources when compared to the other built-project alternatives, as well as the project. All

other impacts would be similar to that of the proposed project. Overall, Alternative 2 would reduce the project's significant environmental impacts and/or would result in similar impacts to other issue areas.

Table 5-8. Comparison of Impacts Among Alternatives

Issue Area	No Project/ No Build Alternative	Alternative 1: Existing Santa Maria General Plan Land Use Designation	Alternative 2: Tree Preservation and Reduced Housing Density	Alternative 3: Mixed Use with Additional Commercial Uses
Aesthetics	Decreased	Similar	Similar	Similar
Air Quality and Greenhouse Gas Emissions	Decreased	Similar	Similar	Similar
Biological Resources	Decreased	Similar	Decreased	Similar
Cultural Resources and Tribal Cultural Resources	Decreased	Similar	Similar	Similar
Energy	Decreased	Similar	Similar	Similar
Geology and Soils	Decreased	Similar	Similar	Similar
Hazards and Hazardous Materials	Decreased	Similar	Similar	Similar
Hydrology and Water Quality	Decreased	Similar	Similar	Similar
Land Use and Planning	Increased	Increased	Similar	Similar
Noise and Vibration	Decreased	Similar	Similar	Similar
Population and Housing	Decreased	Similar	Similar	Similar
Public Services and Recreation	Decreased	Similar	Similar	Similar
Transportation and Traffic	Similar	Increased	Similar	Similar
Utilities and Service Systems	Decreased	Similar	Similar	Similar
Meets Project Objectives?	No	Partially	Yes	Yes

While Alternative 2 is similar to the proposed project in that it would provide a mixture of residential and commercial uses, it is not known whether the Applicant would be interested in developing this alternative as the financial implications to the Applicant related to the reduction in residential units are not known. As well, it is important to note that this alternative would provide less housing so it would contribute less to the City's RHNA goals when compared to the proposed project.

Although Alternative 2 is identified in this EIR as the environmentally superior alternative, the City has the discretion to approve (or disapprove) whatever alternative or combination of alternatives it deems most appropriate, provided that the environmental impacts of the project can be mitigated. As previously noted, potentially significant environmental impacts of the project as proposed can be mitigated with the incorporation of mitigation measures identified in this EIR. A detailed summary of impacts and associated mitigation measures identified for the project are provided in the Summary, Table S-2, Summary of Impacts and Mitigation Measures.

CHAPTER 6. OTHER CEQA CONSIDERATIONS

This chapter discusses other potential environmental effects for which CEQA requires analysis, in addition to the specific issue areas evaluated in Chapter 4, Environmental Impacts Analysis. These additional effects include the potential for the project to result in growth-inducing impacts, significant irreversible environmental changes, unavoidable significant environmental impacts, and effects found not to be significant.

6.1 GROWTH-INDUCING IMPACTS

State CEQA Guidelines Section 15126.2(e) requires that an EIR provide a discussion of the growth-inducing impacts of the proposed project. Growth-inducing impacts could be caused by projects that foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth-inducing impacts can also be caused by removing obstacles to population growth, by population increases that require the construction of new community services facilities, or by introducing population or other growth in an isolated area.

In addition to direct population growth (e.g., construction of additional housing), a project may induce spatial, economic, or population growth in a geographic area if it meets any of these four criteria:

- Removal of an impediment to growth (e.g., establishment of an essential public service or the provisions of new access to an area);
- Economic expansion or growth (e.g., changes in revenue base, employment expansion);
- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning or general plan amendment approval); or
- Development or encroachment in an isolated area or one adjacent to open space (being different from an “infill” type of project).

Should a project meet any one of the above-listed criteria, it can be considered growth inducing. The impacts of the proposed Richards Ranch Annexation Project (project) are evaluated below with regard to these criteria.

6.1.1 Direct Growth

Direct population growth associated with the proposed project is discussed in detail in Section 4.11, Population and Housing. The project would facilitate the future development of 495 multi-family units and 106,800 square feet of commercial land uses, which would generate a population growth of approximately 1,846 new residents and up to 485 new full-time equivalent employees. Growth-inducing impacts associated with the creation of new employment opportunities is discussed in detail in Section 6.1.3, Economic Expansion or Growth.

Future development is projected to occur over a 36-month period beginning in 2024, resulting in full development of the site in 2026. The total increase in population under the project would be well below the projected population under the SBCAG by 2050, which plans for a future additional population of 31,200 (from 111,900 in 2020 to 143,100 in 2050; see Table 4.11-2 in Section 4.11). Therefore, population increases resulting from the project would remain within planned growth under the SBCAG growth projections.

As a result of the change in zoning, the project site would provide new opportunities for housing development. As shown in Table 4.11-4, the 5th Cycle RHNA Program had a remaining need for 1,749 residential units in 2021. As shown in Table 4.11-5, the 6th Cycle RHNA projects a need for 5,418 new residential units by 2030. The project would construct up to 495 residential units, which is 9.1% of the projected need for housing by 2030. Therefore, the change in zoning to R-3 residential would meet the City's planning goals to provide additional housing and would be consistent with the housing estimates of the 6th Cycle RHNA.

In addition, Housing Program 2 of the City's Housing Element actively encourages residential development through annexation of land. This project would be consistent with both Housing Program 2 and Policy C-1 which state the City's intent to annex land to meet its residential needs. The project site is surrounded by other residential development and would not constitute leapfrog development. Therefore, the project would be consistent with Objective L.U. 5d, to locate new development contiguous to existing development.

Thus, the addition of 1,846 new residents generated by the project would not be expected to exceed the city's projected population estimates and would be generally consistent with the population projection for the city. Further, the project site is located within the City of Santa Maria's (City's) Sphere of Influence (SOI), which identifies the probable 20-year planning area boundary of the city (City of Santa Maria 2011). As such, probable growth within the project site has been accounted for in the City's General Plan Land Use Element.

6.1.2 Removal of an Impediment to Growth

The project would include the pre-zoning of four parcels located in unincorporated Santa Barbara County by the City of Santa Maria and annexation of the property into the city limits. The annexation would formally transfer all local governmental powers and municipal services pertaining to the project site from the County of Santa Barbara to the City. Upon annexation, the City would be responsible for providing land use and public works services, police and fire protection, library and general government services. The City would also be the Lead Agency for the provision of water through an agreement with Golden State Water Company (Golden State Water), which has water lines existing in the project site. Wastewater would also be the City's responsibility, with a joint-users agreement with Laguna County Sanitation District (LCSD). The project includes water and wastewater system improvements to serve the project, which would increase the service capacity of those systems to accommodate project-related growth. Installation of these improvements would be limited to system improvements for the anticipated customers associated with the project and would not increase water or wastewater service capacity in a manner that could facilitate additional, unplanned growth within the vicinity of the project site.

The project site is currently accessible via Union Valley Parkway (UVP) and Orcutt Road. The project includes frontage improvements along these roadways as well as the installation of a traffic signal at the UVP and Hummel Drive intersection, directly east of the project site. The project does not include the establishment of new roadways or other infrastructure that could provide new access to the project site and facilitate additional growth in the area.

6.1.3 Economic Expansion or Growth

Full development of the Richards Ranch project site is estimated to result in the construction of 106,800 square feet of new general commercial land uses and is estimated to generate approximately 485 new full-time equivalent jobs, and short-term construction opportunities. Future development is projected to occur over a 36-month period beginning in 2024, resulting in full development of the site in 2026. According to the SBCAG 2050 Regional Growth Forecast, the jobs forecast for the City of Santa Maria is anticipated

to increase by approximately 2,760 jobs between 2021 and 2025 and by approximately 1,270 jobs between 2026 and 2030. Thus, the jobs forecast for the City of Santa Maria is projected to be approximately 46,040 in 2025 and approximately 47,310 in 2030, around the time of full development of the project (SBCAG 2019).

As of January 2022, there were approximately 45,200 people employed in the city, which is generally consistent with the jobs growth forecast for the city (California Employment Development Department 2022; SBCAG 2019). The addition of 485 new full-time equivalent jobs between the years of 2026 and 2030 would be consistent with the level of projected jobs growth within the city and would not be expected to result in a substantial unplanned growth. As of January 2022, approximately 9.7% of the city's labor force was unemployed. The establishment of new service positions would likely primarily be filled by the existing local labor force.

6.1.4 Establishment of a Precedent-Setting Action

The project includes annexation from unincorporated Santa Barbara County to the City of Santa Maria. The City's Land Use Element includes growth assumptions and planned development for Santa Maria, the City's SOI, and areas outside of the City's SOI. An SOI is defined as a planning boundary that is outside of an agency's legal boundary (i.e., the city limit line) that delineates the agency's probable future boundary and service area. The project site is located in the urbanized portion of the unincorporated community of Orcutt, which falls under the City's SOI. As such, future growth in the project site has been incorporated into the City's Land Use Element. The project also includes pre-zoning, a General Plan amendment, and approval of a conceptual development plan for the 43.75-acre project parcel that would allow for the future development of residential and commercial land uses within the city of Santa Maria. The County of Santa Barbara's *Orcutt Community Plan* identifies this site as an area for future residential and commercial development, which is consistent with the land uses included in the conceptual development plan (County of Santa Barbara 1997a).

There is existing single-family residential development in all directions of the project site. The conceptual development plan for the project includes high-density residential units and retail and commercial centers that would generally differ from immediately surrounding residential land uses. Establishment of new higher-density residential development and commercial uses within the project site may increase the attractiveness for future residential development at similarly higher densities and/or mixed-land use development. Development of high-density uses within the project site could also influence the baseline for future development density and visual character of surrounding areas, which may increase the demand for future higher-density development in the project vicinity as compared to existing conditions.

6.1.5 Development or Encroachment into an Isolated Area

As previously identified, the project site is located within the City's SOI, just outside of the city limits in unincorporated Santa Barbara County. The project site is located within the Urban Central Core of the unincorporated community of Orcutt and is immediately surrounded by existing single-family residential development in all directions. State Route 135 is located directly west of the project site and Orcutt Road crosses the eastern portion of the site in a north-south direction; UVP bisects the central portion of the site in an east-west direction. The project site is easily accessible from Orcutt Road and UVP. The project would be developed in an existing, urbanized area and would not result in development or encroachment into an isolated area that could facilitate additional growth in an isolated or otherwise undeveloped area.

6.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

State CEQA Guidelines Section 15126.2(d) identifies significant irreversible environmental changes as the use of nonrenewable resources during the initial and continued phases of a proposed project may be irreversible, since a large commitment of these resources makes removal or nonuse thereafter unlikely. Irreversible environmental changes may also result from environmental accidents associated with the project. In accordance with this section of the State CEQA Guidelines, this section of the EIR evaluates whether the project would result in the irretrievable commitment of resources or would cause irreversible changes in the environment.

6.2.1 Commitment of Resources

The project would allow for the future development of residential and commercial uses within the currently undeveloped project site, which would commit approximately 44 acres of land to residential and commercial uses. Once developed, it is highly unlikely that the site would be reverted to a less urban land use. In addition, construction of the project would irreversibly commit construction materials and non-renewable energy resources (e.g., fossil fuels, wood, etc.). Non-renewable resources used during the construction of development within the project site would no longer be used for other purposes. Consumption of building materials and energy is associated with all development projects in the region, and these commitments of resources are not unique or unusual to the project. Construction of residential and commercial structures would be subject to the California Building Code (CBC), which regulates the method of use, properties, performance, and types of building materials used in construction. Construction equipment would be subject to state and local fuel efficiency standards and idling restrictions.

Operation of the project would also result in an incremental contribution to the long-term consumption of energy resources associated with the establishment of residential and commercial uses within the project site. Future residential and commercial development was initially planned to be provided by the Pacific Gas and Electric Company (PG&E), which supplies 31% of its energy mix from renewable resources, 43% from nuclear energy, 10% from large hydrological energy sources, and 16% from natural gas (PG&E 2020). In addition, Mitigation Measure EN/mm-1.1 would require that the project receive electricity from Central Coast Community Energy, which would further increase reliance on renewable energy sources. The project would be provided natural gas by Southern California Gas Company (SoCalGas), which has committed to replacing 20% of its traditional natural gas supply with renewable natural gas by 2030 (Sempra Energy 2020). The project would be required to meet or exceed the requirements of the CBC and California Title 24 for Building Energy Efficiency Standards in effect at the time of construction. Compliance with these standards would include implementation of water conservation measures, energy- and water-efficient appliances, and energy-efficient heating and cooling systems. These sustainable building features would reduce new energy demand and the consumption of water and non-renewable fossil fuels to a level consistent with or better than other development within the project vicinity.

Future development of the project would also increase the demand on public services, public facilities, and utility services, which represents a permanent commitment of these resources. As evaluated in Section 4.12, Public Services and Recreation, the project would be subject to the payment of fees to offset the incremental demand on public facilities and services and allow for continued use of these services and facilities by the existing and future populations. As evaluated in Section 4.14, Utilities and Service Systems, there would be adequate water supply and wastewater treatment capacity to serve the project's

demand. Therefore, the commitment of these resources for project development has been accounted for and would not result in a substantial adverse environmental impact.

6.2.2 Environmental Accidents

Construction of the proposed project would also result in the short-term use of construction-related hazardous substances (e.g., gasoline, fuels, solvents, paints, oils, etc.) during the estimated 36-month construction phase of the project. The use of these substances could lead to upset conditions as a result of accidental spill or release. Any hazardous substances used during project construction would be required to be used, transported, and disposed of in accordance with Occupational Safety and Health Administration (OSHA) Process Safety Management Standard (California Code of Regulations [CCR] 29.1910.119) and CCR Title 22 Division 4.5. Adherence to existing state requirements would minimize the potential for the project to result in upset or accident conditions related to construction-related hazardous substance use.

6.3 UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL IMPACTS

State CEQA Guidelines Section 15126.2(c) requires an EIR to describe any significant impact, including those which can be mitigated but not reduced to a less-than-significant level, and where there are impacts that cannot be alleviated without imposing an alternative design, their implications, and the reason why the project is being proposed, notwithstanding their effect. This project does not result in any significant and unavoidable impacts; all significant impacts that could result from project implementation can be mitigated to levels below significance thresholds and criteria with the implementation of the mitigation measures identified in this EIR.

6.4 ISSUE AREAS EFFECTS FOUND NOT TO BE SIGNIFICANT

State CEQA Guidelines Section 15128 requires an EIR to contain a statement briefly indicating the reasons that various potential significant effects of a project were determined not to be significant and, therefore, were not further discussed in the EIR. Based on desktop analysis, information provided by the City and previously completed environmental analyses, it was determined that the proposed project would not result in significant impacts related to Agriculture and Forestry Resources, Mineral Resources, or Wildfire. Therefore, the analysis of these issue areas would not be as intensive as that described for other resources sections included in Section 4, Environmental Impacts Analysis. In accordance with State CEQA Guidelines Section 15128, the following sections include a brief evaluation of these impacts found not to be significant.

6.4.1 Agriculture and Forestry Resources

Would the project:

- 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 nonagricultural use?***
- b. Would the proposed project conflict with existing zoning for agricultural use, or a Williamson Act contract?***
- c. Would the proposed project conflict with existing zoning for, or cause rezoning of, forestland (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))?***
- d. Would the proposed project result in the loss of forest land or conversion of forestland to non-forest use?***
- e. Would the proposed project 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?***

Based on the California Department of Conservation (CDOC) Farmland Mapping and Monitoring Program, the project site consists of land designated as Urban and Built-Up Land and other land (CDOC 2016). According to the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) Web Soil Survey, the following soils are present at the project site: Betteravia loamy sand, 0 to 2 percent slopes; Marina sand, 0 to 2 percent slopes; and Oceano sand, 2 to 15 percent slopes, severely eroded (NRCS 2022). The project site is currently within the General Commercial zoning designation and is not subject to a Williamson Act contract (County of Santa Barbara 1997a, 2020).

The project site is not located on Farmland designated by the Farmland Mapping and Monitoring Program; is not zoned for agriculture, forestland, or timberland land uses; and is not subject to a Williamson Act contract. The nearest land zoned for agricultural use is located 0.25 mile southeast of the site and does not currently support any cropland or other agricultural production activities. Therefore, the project would have no impacts related to agriculture and forestry resources and this issue area was not further discussed in this EIR.

6.4.2 Mineral Resources

Would the project:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state?***
- 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?***

The County of Santa Barbara *Orcutt Community Plan* and *Orcutt Community Plan EIR* do not identify any areas within the community of Orcutt that contain minerals of state or local importance (County of Santa Barbara 1997a, 1997b). The City's General Plan Resources Management Element identifies the Santa Maria River as an important area for mineral resources; however, the project site is located more than 5 miles from the Santa Maria River and would not disturb soils that could contain important mineral resources (City of Santa Maria 1996). Since there are no important state or local mineral resources within the vicinity of the project site, implementation of the project would not result in the loss of availability of mineral resources. Therefore, no impacts related to mineral resources would occur, and this issue area was not further evaluated in this EIR.

6.4.3 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a. Substantially impair an adopted emergency response plan or emergency evacuation plan?***
- 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?***
- 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?***
- 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?***

According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone (FHSZ) maps, the project site is located on land that is not designated as a very high FHSZ and is in a Local Responsibility Area. A moderate-FHSZ State Responsibility Area is located approximately 0.75 mile south of the project site, and there are high FHSZs in the State Responsibility Area approximately 1 mile to the southwest and approximately 2 miles to the southeast of the project site (CAL FIRE 2022). Based on review of the County of Santa Barbara *General Plan Safety Element* and the *Multi-Jurisdictional Hazard Mitigation Plan*, the project site and immediately surrounding area has a low to moderate potential for wildfire occurrence (County of Santa Barbara 2015, 2017). The project site consists of generally flat topography and disturbed annual grassland habitat.

The project includes the future development of commercial and residential land uses on the project site and would include improvements such as access roads, internal roadways, and expansion of utility infrastructure to serve the site. Future development of the project site would not result in new development within a State Responsibility Area or a very high FHSZ. Further, future residential and commercial buildings would be required to comply with the most recent CBC, California Fire Code, and CAL FIRE requirements to further reduce the potential to expose project occupants to the risk of wildfire and associated post-wildfire risks. Therefore, the project would have less-than-significant impacts related to wildfire and this issue area was not further evaluated in this EIR.

CHAPTER 7. MITIGATION MONITORING AND REPORTING PROGRAM

7.1 STATUTORY REQUIREMENTS

When a Lead Agency makes findings on significant environmental effects identified in an Environmental Impact Report (EIR), the agency must also adopt a “reporting or monitoring program for the changes to the project which it has adopted or made a condition of approval in order to mitigate or avoid significant effects on the environment” (Public Resources Code [PRC] Section 21081.6(a) and California Environmental Quality Act [CEQA] Guidelines Sections 15091(d) and 15097). The Mitigation Monitoring and Reporting Program (MMRP) is implemented to ensure that the mitigation measures and project revisions identified in the EIR are implemented. Therefore, the MMRP must include all changes in the proposed project either adopted by the project proponent or made conditions of approval by the Lead or Responsible Agency.

7.2 ADMINISTRATION OF THE MITIGATION MONITORING AND REPORTING PROGRAM

The City of Santa Maria (City) is the Lead Agency responsible for the adoption of the MMRP. Richards Ranch, LLC (Applicant), is responsible for implementation of the MMRP, in coordination with the City and other identified entities. According to State CEQA Guidelines Section 15097(a), a public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation. The City may delegate responsibility for verifying and documenting compliance with the MMRP to the Applicant as coordinator of the project and its construction, and the Applicant will be responsible for compliance. However, until mitigation measures have been completed, the City, as the Lead Agency, remains responsible for ensuring that the implementation of the measures occurs in accordance with the program.

7.3 MITIGATION MEASURES

Table 7-1 is structured to enable quick reference to mitigation measures and the associated monitoring program based on the environmental resource. The numbering of mitigation measures correlates with numbering of measures found in Chapter 4, Environmental Impact Analysis, of this EIR.

Table 7-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
Air Quality and Greenhouse Gas Emissions				
AQ/mm-2.1	The following construction mitigation measures shall be implemented to minimize short-term construction emissions. All measures shall be shown on grading and building plans. - During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 miles per hour. Reclaimed water should be used whenever reasonably available. However, reclaimed water should not be used in or around crops for human consumption. - Minimize amount of disturbed area and reduce onsite vehicle speeds to 15 mph or less. - If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than 2 days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. - Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads. - After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. - 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.	All measures shall be shown on grading and building plans	Prior to issuance of construction, grading, and/or building permits	Implementation: Applicant Verification: City Community Development Department
AQ/mm-2.2	The following measures shall be implemented to reduce mobile-source emissions: - All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program or shall obtain an SBCAPCD permit. - Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use Off-Road Diesel Vehicles (Title 13, California Code of Regulations [CCR] §2449), the purpose of which is to reduce NO_x, 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. - Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles (13 CCR 2025), the purpose of which is to reduce DPM, NO_x, and other criteria	Measures shall be shown on grading and building plans and implemented during equipment use on the project site	Prior to issuance of construction, grading, and/or building permits and during construction	Implementation: Applicant Verification: City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	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 5 minutes; electric auxiliary power units should be used whenever locally available. e. Diesel equipment meeting the CARB 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 available. h. Equipment/vehicles using alternative fuels, such as compressed natural gas, liquefied natural gas, propane, or biodiesel, shall be used onsite where locally available. i. Catalytic converters shall be installed on gasoline-powered equipment, if available, 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.			
GHG/mm-2.1	The project shall include the following design features to encourage the use of alternate transportation modes and reduce mobile-source emissions: a. Provide a pedestrian-friendly and interconnected streetscape with good access to/from the development for pedestrians, bicyclists, and transit users to make alternative transportation more convenient, comfortable, and safe. b. Incorporate traffic calming modifications to project roads to reduce vehicle speeds and increase pedestrian and bicycle usage and safety. c. Provide employee lockers and showers to promote bicycle and pedestrian use. One shower and five lockers for every 25 new employees is recommended. d. Increase bicycle accessibility and safety in the vicinity of the project; for example: provide interconnected bicycle routes/lanes or construction of bikeways. e. Exceed Cal Green standards by 25% for providing onsite bicycle parking: both short-term racks and long-term lockers, or a locked room with standard racks and access limited to bicyclists only.	Measures shall be shown on final building plans	Prior to issuance of building permits	Implementation: Applicant Verification: City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	f. Meet current CALGreen Tier 2 standards for electric vehicle (EV) parking spaces, except that all EV parking spaces required by the code to be EV capable shall instead be EV ready.			
GHG/mm-2.2	The servicing of proposed residential and commercial development by natural gas shall be prohibited.	Compliance shall be verified upon inspection	Prior to building occupancy	Implementation: Applicant Verification: City Community Development Department
Biological Resources				
BIO/mm-1.1	Prohibition of Invasive Plants. The landscape architect shall provide a signed statement on the landscape plans that the planting plan does not include any plant that occurs on the California Exotic Pest Plant Council and the California Invasive Plant Council Lists 1, 2, and 4. Plants considered to be invasive by the California Exotic Pest Plant Council and the California Invasive Plant Council shall not be used onsite.	Provide a signed statement on the landscape plans that the planting plan does not include exotic plant species	Prior to issuance of building permits	Implementation: Applicant Verification: City Community Development Department
BIO/mm-1.2	Biological Monitor. Prior to grading or building permit issuance for any future development within the project site, the developer shall retain a City-approved project biologist to provide monitoring services for all measures requiring biological mitigation. The biologist shall be responsible for ensuring that compliance with biological resource mitigation measures occurs, conducting construction crew training regarding sensitive species that have the potential to occur, maintaining the authority to stop work, and outlining actions in the event of non-compliance. Biological monitoring shall be conducted full time during the initial disturbances (site clearing) and be reduced to monthly following initial disturbances, or more frequently, if necessary, as determined by the City-approved project biologist.	Retain a City-approved project biologist to ensure compliance with biological resource mitigation measures	Prior to grading or building permit issuance for any future development within the project site	Implementation: Applicant Verification: City Community Development Department
BIO/mm-1.3	Worker Environmental Training Program. Prior to implementation of construction activities (including staging and mobilization), the developer shall ensure all personnel associated with project construction attend a training to facilitate Worker Environmental Training. The Worker Environmental Training shall be conducted by a City-approved biologist to help workers recognize special-status plants and animals to be protected in the project site. The training program shall include identification of relevant sensitive species and habitats, description of the regulatory status and general ecological characteristics of sensitive resources, documentation of each employee's participation in trainings and information presented. Any future contractor and/or subcontractor with employees working at the project site shall set aside time for the City-approved biologist to provide Worker Environmental Training for all employees that will be onsite. Topics will include regulatory framework and best practices to avoid and minimize impacts to protected plants, animals, and their habitats. Each group of new personnel or individuals shall be provided with an environmental briefing by the City-approved project biologist.	Project personnel shall attend a Worker Environmental Training and provide documentation of participation in trainings and information presented.	Prior to implementation of construction activities (including staging and mobilization) on the project site	Implementation: Applicant Verification: City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
BIO/mm-1.4	Cover Excavations. During construction, all trenches, holes, and other excavations with sidewalls steeper than a 1:1 (45 degree) slope and 2 or more feet deep shall be covered when workers or equipment are not actively working in the excavation. If any such excavations remain uncovered, they shall have an escape ramp of earth or a non-slip material with a 1:1 (45 degree) slope or flatter. All excavated areas shall be inspected by the City-approved biologist before backfilling.	Cover trenches, holes, and other excavations when workers or equipment are not actively working in the excavation	During construction activities on the project site	Implementation: Applicant Verification: City Community Development Department
BIO/mm-1.5	Biodegradable Erosion Control. During construction, use erosion control products made of natural fiber (biodegradable) to prevent wildlife from getting ensnared or strangled by monofilament, coir rolls, erosion control mats or blankets, straw or fiber wattles, or similar erosion control products.	Use erosion control products made of natural fiber	During construction activities on the project site	Implementation: Applicant Verification: City Community Development Department
BIO/mm-2.1	If possible, site disturbance and construction activity that would impact eucalyptus trees onsite shall not occur during the monarch butterflies' fall and winter migration (October 15 through February 29) period. If tree or vegetation removal or site disturbance is required during the monarch butterflies' fall and winter migration, a City-approved biologist shall conduct a preconstruction survey for monarch butterflies that could be using the eucalyptus trees on the site for overwintering within 7 days of proposed vegetation removal or site disturbance or when known monarch overwintering is occurring at other locations within the region. If monarch butterflies are detected, development shall be postponed until after the overwintering period or until a City-approved biologist determines monarch butterflies are no longer using the trees for overwintering.	Avoid site disturbance and construction activity that would impact eucalyptus trees between October 15 and February 29. If this is not possible, conduct a preconstruction survey for monarch butterflies.	During construction activities on the project site, between October 15 and February 29	Implementation: Applicant Verification: City Community Development Department
BIO/mm-3.1	Within 30 days prior to and during initial ground disturbance of the coastal scrub and grassland habitat onsite, a City-approved biologist shall conduct surveys for northern California legless lizards within suitable habitat areas within the development footprint and any adjacent staging areas. Prior to initial ground disturbance, the City-approved biologist shall identify an appropriate receptor site with suitable habitat for any northern California legless lizards that may be found during the survey. The biologist shall use hand search or cover board methods in areas of disturbance where legless lizards are expected to be found (e.g., under shrubs, other vegetation, or debris). If cover board methods are used, they shall commence at least 30 days prior to the start of construction. Hand search surveys shall be completed immediately prior to and during disturbances to the vegetated areas. During vegetation-disturbing activities, the biologist shall walk behind the equipment to capture northern California legless lizards that are unearthed by the equipment. The biologist shall capture and relocate any legless lizards or other reptiles observed during the survey effort. The captured individuals shall be relocated from the construction area and released at the predetermined receptor site.	Conduct surveys for northern California legless lizards and incorporate additional survey/relocation measures as required.	Within 30 days prior to and during initial ground disturbance of the coastal scrub and grassland habitat	Implementation: Applicant Verification: City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
BIO/mm-4.1	Vegetation removal and initial site disturbance shall be conducted between September 1 and January 31 outside of the nesting season for birds. If vegetation and/or tree removal is planned for the bird nesting season (February 1 to August 31), then preconstruction nesting bird surveys shall be conducted by a City-approved biologist to determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required. If any active nests are found that would be impacted by construction, then the nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nests as determined by the City-approved biologist. Nest sites shall be avoided and protected with the non-disturbance buffer zone until the adults and young of the year are no longer reliant on the nest site for survival, as determined by the monitoring biologist.	Conduct vegetation removal and site distance between September 1 and January 31. If this is not possible, conduct preconstruction nesting bird surveys.	During construction activities on the project site, between February 1 and August 31.	Implementation: Applicant Verification: City Community Development Department
BIO/mm-5.1	The developer shall retain a qualified biologist to conduct roosting bat surveys prior to any tree removal. Pre-disturbance surveys for bats shall include two daytime and two dusk surveys no more than 30 days prior to the tree removal to determine if bats are roosting in the trees. The biologist(s) conducting the preconstruction surveys shall identify the nature of the bat utilization of the area (i.e., no roosting, night roost, day roost, maternity roost). If bats are found to be roosting in the project area, the developer shall develop the project in such a way that avoids the bat roost. If avoidance of the bat roost is not feasible, tree removal shall be delayed until the bats have left the area.	Conduct roosting bat surveys and incorporate avoidance measures as required.	Prior to any tree removal on the project site	Implementation: Applicant Verification: City Community Development Department
BIO/mm-11.1	Prior to approval of a Planned Development Permit, the developer shall retain a City-approved biologist or arborist to prepare a tree protection, replacement and monitoring program or another mechanism that ensures consistency with RME Goal 3 and Policy 3, and compliance with the City's Municipal Code. The tree protection, replacement, and monitoring program shall include a tree survey report identifying the number, size, species, and status (live, dead, diseased, etc.) of trees to be protected in place, trees to be trimmed and/or pruned, and trees to be removed. The program shall demonstrate protection of existing trees with a trunk diameter of 6 inches or greater to the greatest extent feasible, in accordance with Municipal Code Section 12-44.4. Trees to be protected in place shall have high-visibility exclusion fencing placed around their critical root zone during project site disturbance, grading, and construction activities. Pavement within the canopy dripline of existing trees to be protected in place should not exceed twenty-five percent (25%) of the area of the canopy. All trees planted as mitigation shall have an 80% survival rate after 5 years. If the survival rate is not at least 80%, then enough trees shall be replanted to bring the total number of survived specimens to at least 80% of the original number of trees planted, as measured 5 years after the replanting. Annual monitoring reports that evaluate tree survivability, health and vigor shall be prepared by a qualified specialist and submitted to the City by October 15 each year, for 5 years. The project shall comply with City of Santa Maria Municipal Code Chapter 12-44 as it pertains to tree protection. Requirements shall include but not be limited to: construction setbacks to protection retained trees; construction fencing around trees; grading limits around the base of trees as required; and a replacement plan for trees removed.	Retain a City-approved biologist or arborist to prepare a tree protection, replacement and monitoring program	Prior to approval of a Planned Development Permit	Implementation: Applicant Verification: City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	The final report shall include the final number of replacement trees utilizing the City's replacement ratio identified above. The developer shall submit a copy of the building and grading plans to the City for review and approval prior to the issuance of building or grading permits. Prior to site occupancy trees shall be planted, fenced, and appropriately irrigated. City Parks Department staff or a City-approved biologist shall verify that the tree protection, replacement, and monitoring program is adequate. The City shall conduct site inspections throughout all phases of development to ensure compliance with and evaluate all tree preservation and replacement measures.			
Cultural Resources				
CR/mm-2.1	In the unlikely event that archaeological resources are exposed during project implementation, work should stop in the immediate vicinity, and an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards (National Park Service 1983) should be retained to evaluate the find and recommend relevant mitigation measures. If additional measures are deemed necessary, the measures recommended by the qualified archaeologist shall be implemented. In the event that human remains are discovered, State of California Health and Safety Code Section 7050.5 shall be followed.	Immediately cease work in the vicinity of an archaeological resource find and retain a qualified archaeologist to assess the find.	During ground disturbing and construction activities on the project site	Implementation: Applicant Verification: City Community Development Department
Energy				
EN/mm-1.1	The project shall include the following measures: - Meet or exceed CalGreen Tier 2 standards at the time of development for building energy efficiency. - Meet or exceed CalGreen building standards at the time of development for water conservation (e.g., use of low-flow water fixtures, water-efficient irrigation systems, and drought-tolerant landscaping. - All built-in appliances shall be Energy Star certified or equivalent. - To the extent allowed by the building code at the time of development, incorporate natural lighting in buildings to minimize daytime lighting demand. - Outdoor lighting shall be designed to minimize electrical demand, such as the use of solar-powered lighting and lighting controlled by motion sensors. - Proposed residential and non-residential land uses shall elect to receive electricity from Central Coast Community Energy (CCCE).	Measures shall be shown on final building plans	Prior to issuance of building permits	Implementation: Applicant Verification: City Community Development Department
Geology and Soils				
GEO/mm-2.1	Prior to issuance of grading permits for site preparation activities, the following measures shall be incorporated into project site preparation/grading plans, to be verified by the City Building Division: The existing ground surface in the building and surface improvements areas shall be prepared for construction by removing existing improvements, vegetation, large roots, debris, and other deleterious material. Any existing fill	Measures shall be shown on preparation/grading plans, to be verified by the City Building Division	Prior to issuance of grading permits for site preparation activities	Implementation: Applicant Verification: City Building Division

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	soils shall be completely removed and replaced as compacted fill. Any existing utilities that will not remain in service shall be removed or abandoned in a manner approved by a geotechnical engineer. b. Voids created by the removal of materials or utilities, and extending below the recommended overexcavation depth, shall be immediately called to the attention of the geotechnical engineer. No fill shall be placed unless the geotechnical engineer has observed the underlying soil.			
GEO/mm-2.2	Prior to issuance of grading permits, the following measures shall be incorporated into the project grading plans, to be verified by the City Building Division: a. Following site preparation, the soils in the building area for one- and two-story buildings shall be removed to a level plane at a minimum depth of 3 feet below the bottom of the deepest footing or 4 feet below existing grade, whichever is deeper. The soils in the building area for three-story buildings shall be removed to a level plane at a minimum depth of 4 feet below the bottom of the deepest footing or 5 feet below existing grade, whichever is deeper. During construction, locally deeper removals may be recommended. b. All cut or cut/fill transition areas shall be overexcavated such that a minimum of 5 feet of compacted fill is provided within all the one- to two-story building areas and a minimum of 6 feet of compacted fill is provided within all the three-story building areas. Also, the minimum depth of the fill below the building area shall not be less than half of the maximum depth of fill below the building area. For example, if the maximum depth of fill below the building area is 10 feet, then the minimum depth of fill below the same building area grades shall be no less than 5 feet. In no case shall the depth of fill be less than 5 feet on the building areas. c. Following site preparation, the soils in the surface improvement area shall be removed to a level plane at a minimum depth of 1 foot below the proposed subgrade elevation or 2 feet below the existing ground surface, whichever is deeper. During construction, locally deeper removals may be recommended based on field conditions. The resulting soil surface shall then be scarified, moisture conditioned, and compacted prior to placing any fill soil. d. Following site preparation, the soils in fill areas beyond the building and surface improvement areas shall be removed to a depth of 2 feet below existing grade. During construction, locally deeper removals may be recommended based on field conditions. The resulting soil surface shall then be scarified, moisture conditioned, and compacted prior to placing any fill soil. e. Voids created by dislodging cobbles and/or debris during scarification shall be backfilled and compacted, and the dislodged materials shall be removed from the area of work. f. On-site material and approved import materials may be used as general fill. All imported soil shall be nonexpansive. The proposed imported soils shall be evaluated by the geotechnical engineer before being used, and on an intermittent basis during placement on the site.	Measures shall be shown on grading plans, to be verified by the City Building Division	Prior to issuance of grading permits	Implementation: Applicant Verification: City Building Division

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	g. All materials used as fill shall be cleaned of any debris and rocks larger than 6 inches in diameter. No rocks larger than 3 inches in diameter shall be used within the upper 3 feet of finish grade. When fill material includes rocks, the rocks shall be placed in a sufficient soil matrix to ensure that voids caused by nesting of the rocks will not occur and that the fill can be properly compacted. h. Where fill will be placed on existing slopes that are steeper than 10 percent, the slope shall be cut to level benches into competent material. The benches shall be a minimum of 10 feet wide and angled 2 to 3 percent back into the slope. Where fill is planned on existing slopes that are steeper than 20 percent, the toe of the fill shall be keyed into competent material. The keyway shall be a minimum of 10 feet wide or the width shall equal one-half the height of the slope, whichever is greater. The keyway shall be angled 2 to 3 percent back into the slope and shall penetrate 2 feet into the competent material. The geotechnical engineer shall observe all keyways and benches. i. Backdrains shall be provided in all keyways and on benches at approximately 10-foot vertical intervals, unless otherwise recommended by the geotechnical engineer at the time of construction. j. Slopes shall be constructed at 2:1 (horizontal to vertical) or flatter inclinations. Slopes subject to inundation shall be constructed at 3:1 or flatter. Cut slopes and fill over cut slopes shall be overexcavated and constructed as compacted fill slopes. k. Unless otherwise recommended by the landscape architect, completely constructed fill slopes shall be covered with a synthetic vegetation matting and the slopes shall be revegetated, in accordance with the installation requirements of the manufacturer and the CBC.			
GEO/mm-2.3	Prior to issuance of building permits for habitable structures on-site, the following design measures shall be incorporated into the project building plans, to be verified by the City Building Division: a. Conventional continuous and spread footings bearing on soil compacted per the "Grading" section of the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021) shall be used to support structures. Grade beams shall also be placed across all large entrances to support structures. Footings and grade beams shall have a minimum depth of 12 inches below the lowest adjacent grade; however, footings and grade beams for the two- and three-story building shall have a minimum depth of 18 inches below the lowest adjacent grade. All spread footings shall be a minimum of 2 square feet. Footing and grade beam dimensions shall also conform to the applicable requirements of Section 1809 (CBSC, 2019). Footing and grade beam reinforcement shall be in accordance with the requirements of the architect/engineer; minimum continuous footing and grade beam reinforcement shall consist of two No. 4 rebar, one near the top and one near the bottom of the footing or grade beam. b. Footings shall be designed using a maximum allowable bearing capacity of 2,000 pounds per square foot (psf) dead plus live load. The allowable bearing	Measures shall be shown on building plans, to be verified by the City Building Division	Prior to issuance of building permits for habitable structures on-site	Implementation: Applicant Verification: City Building Division

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties																								
	capacity may be increased by 200 psf for each additional 6 inches of embedment below a depth of 12 inches below lowest adjacent grade. The allowable bearing capacity shall not exceed 3,000 psf dead plus live loads. Using these criteria, maximum total and differential settlement under static conditions are expected to be on the order of 3/4-inch and 1/4-inch in 25 feet, respectively. Footings shall also be designed to withstand total and differential dynamic settlement of 2 inches and 1 inch across the largest building dimension, respectively. c. Lateral loads may be resisted by soil friction and by passive resistance of the soil acting on foundations. Lateral capacity is based on the assumption that backfill adjacent to foundations is properly compacted. A passive equivalent fluid pressure of 375 pound-force per cubic foot (pcf) and a coefficient of friction of 0.39 may be used in design. No factors of safety, load factors, and/or other factors have been applied to any of the values. d. The allowable bearing capacity may be increased by one-third when transient loads such as wind or seismicity are included if the structural engineer determines they are allowed per Sections 1605.3.1 and 1605.3.2 (CBSC, 2019). The following seismic parameters are presented for use in structural design: e.																											
<table><tr><th colspan="2">2019 Mapped CBC Values</th><th colspan="2">Site Class "D" Adjusted Values</th><th colspan="2">Design Values</th></tr><tr><th>Seismic Parameters</th><th>Values (g)</th><th>Site Coefficients</th><th>Values (g)</th><th>Seismic Parameters</th><th>Values (g)</th></tr><tr><td>S_s</td><td>1.056</td><td>F_a</td><td>1.078*</td><td>S_{MS}</td><td>1.138</td></tr><tr><td>S₁</td><td>0.386</td><td>F_V</td><td>1.914</td><td>S_{M1}</td><td>0.739</td></tr></table> Peak Mean Ground Acceleration (PGA_M) = 0.527g Seismic Design Criteria = D *F_a should be taken as 1.4 and S_{DS} as 0.996 if the Simplified Lateral Force Analysis Procedure in Section 12.14.8 of the American Society of Civil Engineers Publications is used in structural design					2019 Mapped CBC Values		Site Class "D" Adjusted Values		Design Values		Seismic Parameters	Values (g)	Site Coefficients	Values (g)	Seismic Parameters	Values (g)	S _s	1.056	F _a	1.078*	S _{MS}	1.138	S ₁	0.386	F _V	1.914	S _{M1}	0.739
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	f. Foundation excavations shall be observed by the geotechnical engineer prior to placement of reinforcing steel or any formwork. Foundation excavations shall be thoroughly moistened prior to PCC placement and no desiccation cracks shall be present.																											

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
GEO/mm-3.1	Prior to issuance of building permits, the following measures shall be incorporated into the project utility construction plans, to be verified by the City Building Division: - Unless otherwise recommended, utility trenches adjacent to foundations shall not be excavated within the zone of foundation influence, as shown in the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021). - Utilities that must pass beneath foundations shall be placed with properly compacted utility trench backfill and the foundation shall be designed to span the trench. - A select, noncorrosive, granular, easily compacted material shall be used as bedding and shading immediately around utilities. Generally, the soil found at the site may be used for trench backfill above the select material. - Utility trench backfill shall be moisture conditioned and compacted. The Engineering Design Standards (SBC, 2011) requires a minimum compaction of 95 percent of maximum dry density in trench backfill in existing or future public roadway areas. A minimum of 95 percent of maximum dry density shall also be obtained where trench backfill comprises the upper 1-foot of subgrade beneath HMA or PCC pavement, and in all AB. A minimum of 85 percent of maximum dry density will generally be sufficient where trench backfill is located in landscaped or other unimproved areas, where settlement of trench backfill would not be detrimental. - Jetting of trench backfill shall generally not be allowed as a means of backfill densification. However, to aid in encasing utility conduits, particularly corrugated conduits and multiple closely spaced conduits in a single trench, jetting or flooding may be used. Jetting or flooding shall only be attempted with extreme caution, and any jetting or flooding operation shall be subject to review by the geotechnical engineer. - The Corrosion Evaluation Report prepared by CERCO Analytical, Inc. and presented in the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021) shall be used by the architect/engineer in specifying appropriate corrosion protection measures for the utility improvements.	Measures shall be shown on project utility construction plans, to be verified by the City Building Division	Prior to issuance of building permits	Implementation: Applicant Verification: City Building Division
GEO/mm-3.2	Prior to issuance of grading permits, the following measures shall be incorporated into the project grading and construction plans, to be verified by the City Building Division: - All retaining wall foundations shall be founded in soil compacted as recommended in Mitigation Measure GEO/mm-2.1. Conventional foundations for retaining walls shall have a minimum depth of 12 inches below lowest adjacent grade not including the keyway. - If retaining walls will retain more than 6 feet of soil, seismic design shall be required by the geotechnical engineer. - Retaining wall design shall be based on the following parameters: Active equivalent fluid pressure (native soil, imported sand or gravel backfill)..... 35 pcf	Measures shall be shown on grading and construction plans, to be verified by the City Building Division	Prior to issuance of grading permits	Implementation: Applicant Verification: City Building Division

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	At-rest equivalent fluid pressure (native soil, imported sand or gravel backfill) 55 pcf Passive equivalent fluid pressure (compacted fill) 375 pcf Maximum toe pressure (compacted fill) 2,000 psf Coefficient of sliding friction (compacted fill) 0.39			
	d. No surcharges are taken into consideration in the above values. The maximum toe pressure is an allowable value to which a factor of safety has been applied. No factors of safety, load factors, and/or other factors have been applied to any of the remaining values.			
	e. The above pressures are applicable to a horizontal retained surface behind the wall. Walls having a retained surface that slopes upward from the wall shall be designed for an additional equivalent fluid pressure of 1 pcf for the active case and 1.5 pcf for the at-rest case, for every 2 degrees of slope inclination.			
	f. The active and at-rest values presented above are for drained conditions. Consequently, retaining walls shall be drained with rigid perforated pipe encased in a free draining gravel blanket. The pipe shall be placed perforations downward and shall discharge in a nonerosive manner away from foundations and other improvements. The gravel blanket shall have a width of approximately 1 foot and shall extend upward to approximately 1 foot from the top of the wall. The upper foot shall be backfilled with on-site soil except in areas where a slab or pavement will abut the top of the wall. In such cases, the gravel backfill shall extend up to the material that supports the slab or pavement. To reduce infiltration of the soil into the gravel, a permeable synthetic fabric conforming to the Standard Specifications (Caltrans, 2018) Section 96-1.02B – Class “C,” shall be placed between the two. Manufactured geocomposite wall drains conforming to the Standard Specifications (Caltrans, 2018) Section 96-1.02C are acceptable alternatives to the use of gravel provided that they are installed in accordance with the requirements of the manufacturer. Where drainage can be properly controlled, weep holes on maximum 4-foot centers may be used in lieu of perforated pipe. A filter fabric as described above shall be placed between the weep holes and the drain gravel.			
	g. Retaining walls where moisture transmission through the wall would be undesirable shall be thoroughly waterproofed in accordance with the specifications of the architect/engineer.			
	h. The architect/engineer shall bear in mind that retaining walls by their nature are flexible structures, and that surface treatments on walls often crack. Where walls are to be plastered or otherwise have a finish applied, the flexibility shall be considered in determining the suitability of the surfacing material, spacing of horizontal and vertical control joints, etc. The flexibility shall also be considered where a retaining wall will abut or be connected to a rigid structure, and where the geometry of the wall is such that its flexibility will vary along its length.			

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
GEO/mm-3.3	Prior to issuance of grading permits, the following measures shall be incorporated into the project construction plans, to be verified by the City Building Division: - Conventional interior light duty PCC slabs-on-grade and exterior flatwork shall have a minimum thickness of 4 full inches; however, the thickness of heavy-duty slabs and flatwork shall be specified by the architect/engineer. Conventional interior slabs-on-grade shall be doweled to footings and grade beams with dowels. - Reinforcement size, placement, and dowels shall be as directed by the architect/engineer. Interior slabs-on-grade and light duty exterior flatwork shall be reinforced, at a minimum, with No. 3 rebar at 18 inches on-center each way. Heavy duty exterior flatwork shall have minimum rebar sizing and spacing that meets the criteria of American Concrete Institute (ACI) 318 (ACI, 2014). A modulus of subgrade reaction (K30) of 100 psi/inch may be used in the design of heavy duty slabs-on-grade founded on compacted native soil. The modulus of subgrade reaction (K30) may be increased to 150 psi/inch if the slab is underlain with a minimum of 6 inches of compacted Class 2 AB (Caltrans, 2018), and to 200 psi/inch if the slab is underlain with a minimum of 12 inches of compacted Class 2 AB. - Due to the current use of impermeable floor coverings, water-soluble flooring adhesives, and the speed at which buildings are now constructed, moisture vapor transmission through slabs is a much more common problem than in past years. Where moisture vapor transmitted from the underlying soil would be undesirable, the slabs shall be protected from subsurface moisture vapor. A number of options for vapor protection are discussed below; however, the means of vapor protection, including the type and thickness of the vapor retarder, if specified, are left to the discretion of the architect/engineer. - Where specified, vapor retarders shall conform to ASTM E1745-17. This standard specifies properties for three performance classes, Class "A", "B" and "C". The appropriate class shall be selected based on the potential for damage to the vapor retarder during placement of slab reinforcement and concrete. - Several recent studies, including those of ACI Document 302.1R-15 (ACI, 2015), have concluded that excess water above the vapor retarder increases the potential for moisture damage to floor coverings and could increase the potential for mold growth or other microbial contamination. The studies also concluded that it is preferable to eliminate the typical sand layer beneath the slab and place the slab concrete in direct contact with a Class "A" vapor retarder, particularly during wet weather construction. However, placing the concrete directly on the vapor retarder requires special attention to using the proper vapor retarder (see discussion below), a very low water-cement ratio in the concrete mix, and special finishing and curing techniques. - The next most effective option would be the use of vapor-inhibiting admixtures in the slab concrete mix and/or application of a sealer to the surface of the slab. This would also require special concrete mixes and placement procedures, depending upon the requirements of the admixture or sealer manufacturer.	Measures shall be shown on project construction plans	Prior to issuance of grading permits	Implementation: Applicant Verification: City Building Division

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	g. Another option that may be a reasonable compromise between effectiveness and cost considerations is the use of a subslab vapor retarder protected by a sand layer, however this would increase the potential for moisture damage to floor coverings and for mold growth or other microbiological contamination. If a Class "A" vapor retarder (see discussion below) is specified, the retarder can be placed directly on the material at pad grade. The retarder shall be covered with a minimum 2 inches of clean sand. If a less durable vapor retarder is specified (Class "B" or "C"), a minimum of 4 inches of clean sand shall be provided on top of the material at pad grade, and the retarder shall be placed in the center of the clean sand layer. Clean sand is defined as well or poorly graded sand (ASTM D2487-17) of which less than 3 percent passes the No. 200 sieve. The site soils do not fulfill the criteria to be considered "clean" sand. h. Regardless of the underslab vapor retarder selected, proper installation of the retarder is critical for optimum performance. All seams must be properly lapped, and all seams and utility penetrations properly sealed in accordance with the vapor retarder manufacturer's requirements. Installation shall conform to ASTM E1643-18a. i. If sand is used between the vapor retarder and the slab, it shall be moistened only as necessary to promote concrete curing; saturation of the sand shall be avoided, as the excess moisture would be on top of the vapor retarder, potentially resulting in vapor transmission through the slab for months or years. j. In conventional construction, it is common to use 4 to 6 inches of sand beneath exterior flatwork. Another measure that can be taken to reduce the risk of movement of flatwork is to provide thickened edges or grade beams around the perimeters of the flatwork. The thickened edges or grade beams could be up to 12 inches deep, with the deeper edges or grade beams providing better protection. At a minimum, the thickened edge or grade beam shall be reinforced by two No. 4 rebar, one near the top and one near the bottom of the thickened edge or grade beam. k. Flatwork shall be constructed with frequent joints to allow articulation as flatwork moves in response to seasonal moisture and/or temperature variations causing minor expansion and contraction of the soil, or variable bearing conditions. The soil in the subgrade shall be moistened to at least optimum moisture content and no desiccation cracks shall be present prior to casting the flatwork. l. Where maintaining the elevation of the flatwork is desired, the flatwork shall be doweled to the perimeter foundation as specified by the architect/engineer. In other areas, the flatwork may be doweled to the foundation or the flatwork may be allowed to "float free," at the discretion of the architect/engineer. Flatwork that is intended to float free shall be separated from foundations by a felt joint or other means. m. To reduce shrinkage cracks in PCC, the PCC aggregates shall be of appropriate size and proportion, the water/cement ratio should be low, the PCC shall be properly placed and finished, contraction joints should be installed, and the PCC shall be properly cured. PCC materials, placement, and curing			

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	specifications shall be at the direction of the architect/engineer. The Guide for Concrete Floor and Slab Construction (ACI, 2015) is suggested as a resource for the architect/engineer in preparing such specifications.			
GEO/mm-5.1	Prior to site preparation, the following measures shall be incorporated into project construction plans: - Per Section 1804.4 (CBSC, 2019) unpaved ground surfaces shall be finish graded to direct surface runoff away from foundations and other improvements at a minimum 5 percent grade for a minimum distance of 10 feet. The site shall be similarly sloped to drain away from foundations, and other improvements during construction. Where this is not practicable due to other improvements, etc., swales with improved surfaces, area drains, or other drainage facilities, shall be used to collect and discharge runoff. - The eaves of the buildings shall be fitted with roof gutters. Runoff from flatwork, roof gutters, downspouts, planter drains, area drains, etc., shall discharge in a nonerosive manner away from foundations and other improvements in accordance with the requirements of the governing agencies. Erosion protection shall be placed at all discharge points unless the discharge is to a pavement surface. - To reduce the potential for planter drainage gaining access to subslab areas, any raised planter boxes adjacent to foundations shall be installed with drains and sealed sides and bottoms. Drains shall also be provided for areas adjacent to the structure and in landscape areas that would not otherwise freely drain. - The on-site soils are highly erodible. If soils are disturbed during construction, stabilization of soils by vegetation or other means, during and following construction, is essential to reduce erosion damage. Care shall be taken to establish and maintain vegetation. The landscaping shall be planned and installed to maintain the surface drainage recommended above. Surface drainage shall also be maintained during construction. - Maintenance of drainage and other improvements is critical to the long-term stability of the site and the integrity of the structures. Site improvements shall be maintained on a regular basis. - Finished flatwork and pavement surfaces shall be sloped to freely drain toward appropriate drainage facilities. Water shall not be allowed to stand or pond on or adjacent to exterior pedestrian flatwork, vehicle pavement, or other improvements as it could infiltrate into the AB and/or subgrade, causing premature deterioration of pavement, flatwork, or other improvements. Any cracks that develop in the pavement shall be promptly sealed. - All exterior drains and drain outlets shall be maintained to be free-flowing. Care shall be taken to establish and maintain vegetation. Vegetation and erosion matting (if utilized) shall be maintained or augmented as needed. Irrigation systems shall be maintained so that soils around structures are maintained at a relatively uniform year-round moisture content, and are neither over-watered nor allowed to dry and desiccate.	Measures shall be shown on project construction plans	Prior to site preparation	Implementation: Applicant Verification: City Building Division

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	h. The owner or site maintenance personnel shall periodically observe the areas within and around the site for indications of rodent activity and soil instability. The owner or site maintenance personnel shall also implement an aggressive program for controlling the rodent activity in the general area.			
GEO/mm-6.1	Prior to site preparation, the following measures shall be implemented: a. A Geotechnical Engineer shall be retained to provide consultation during the design phase, to aid in the implementation of the findings of the Geotechnical Engineering Report in future project design, to review final plans once they are available, to interpret this report during construction, and to provide construction monitoring in the form of testing and observation. b. At minimum, the Geotechnical Engineer shall be retained to provide: 1. Review of final grading, utility, and foundation plans; 2. Professional observation during grading, foundation excavations, and trench backfill; 3. Oversight of compaction testing during grading; and, 4. Oversight of special inspection during grading. c. Special inspection of grading shall be provided as per Section 1705.6 and California Building Code Table 1705.6. The special inspector shall be under the direction of the Geotechnical Engineer. Special inspection of the following items shall be provided by the special inspector: 1. Stripping and clearing of vegetation; 2. Overexcavation to the recommended depths; 3. Scarification, moisture conditioning, and compaction of the soil; 4. Fill quality, placement, and compaction; 5. Utility trench backfill; 6. Retaining wall drains and backfill; 7. Foundation excavations; and 8. Subgrade and AB compaction and proof rolling. d. A program of quality control shall be developed prior to beginning grading. The contractor or project manager shall determine any additional inspection items required by the architect/engineer or the governing jurisdiction. e. Locations and frequency of compaction tests shall be as per the direction of the Geotechnical Engineer at the time of construction. The recommended test location and frequency may be subject to modification by the Geotechnical Engineer, based upon soil and moisture conditions encountered, size and type of equipment used by the contractor, the general trend of the results of compaction tests, or other factors. f. The Geotechnical Engineer shall be notified at least 48 hours prior to beginning construction operations.	The identified measures shall be implemented	Prior to site preparation	Implementation: Applicant Verification: City Building Division

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
GEO/mm-9.1	Once detailed design plans accompanying the Planned Development Permits application are available, a qualified paleontologist, meeting the standards of the Society of Vertebrate Paleontology (2010) shall prepare a Paleontological Resources Monitoring and Mitigation Plan and a Worker's Environmental Awareness Program to train the construction crew, both to be implemented during development. During preparation of the Paleontological Resources Monitoring and Mitigation Plan, the qualified paleontologist will determine the timing and extent of monitoring necessary after considering amount and depth of grading and the areas proposed for development. After construction is completed, the qualified professional paleontologist would prepare a report that summarizes the results of the construction monitoring. If a paleontological resource is discovered during construction of the project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist in accordance with Society of Vertebrate Paleontology standards and protection and/or data recovery measures appropriate to the find are identified by the paleontologist and implemented. The developer shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement.	Prepare and implement a Paleontological Resources Monitoring and Mitigation Plan and a Worker's Environmental Awareness Program	Prior to and during construction activities	Implementation: Applicant Verification: City Community Development Department
Hazards and Hazardous Materials				
HAZ/mm-2.1	Prior to issuance of construction permits for infrastructure improvements, soil sampling shall be conducted for the presence of hazardous materials, including aerially deposited lead (ADL) and hydrocarbons in areas where excavation is required within 30 feet of Union Valley Parkway. Soil sampling shall be conducted by a licensed geologist or other qualified professional as approved by the City. ADL sampling shall focus on unpaved areas and formerly unpaved areas within the right-of-way and shall be conducted in accordance with current Caltrans guidance documents. Analytes to be targeted should include gasoline-, diesel-, and oil-range hydrocarbons; volatile organic compounds; and fuel oxygenates. If contaminated soil is present, the appropriate abatement actions shall be implemented in accordance with applicable Caltrans Standard Special Provisions and other applicable standards.	Conduct soil sampling and incorporate applicable abatement actions as necessary	Prior to issuance of construction permits for infrastructure improvements	Implementation: Applicant Verification: City Community Development Department
HAZ/mm-2.2	To ensure contaminated soils excavated during infrastructure improvements are handled, stockpiled, and disposed of in accordance with federal, state, and local regulations, a Soil Management Plan and Health and Safety Plan shall be developed and implemented for the infrastructure improvements that are located beyond the 43.75-acre site. Special handling, treatment, or disposal of ADL in soils during construction activities shall be consistent with the DTSC and Caltrans Soil Management Agreement for Aerially Deposited Lead-Contaminated soils (effective July 1, 2016).	Prepare a Soil Management Plan and Health and Safety Plan	Prior to issuance of grading or construction permits	Implementation: Applicant Verification: City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
HAZ/mm-5.1	At the time of Planned Development Permit approval for new land uses onsite, all development permit applications shall demonstrate full compliance with the applicable safety standards and compatibility policies of the airport land use plan in effect at the time. Consistency with the airport land use plan shall be reviewed and verified by the City of Santa Maria Community Development Department prior to building permit issuance.	Demonstrate full compliance with the applicable safety standards and compatibility policies of the airport land use plan	At the time of Planned Development Permit approval for new land uses onsite	Implementation: Applicant Verification: City Community Development Department
Hydrology and Water Quality				
HYD/mm-1.1	Prior to the issuance of building permits, the developer shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) according to General Permit Order 2009-0009 or any subsequent order for approval by the City of Santa Maria Public Works Department and the Central Coast Regional Water Quality Control Board (RWQCB). The SWPPP shall include best management practices (BMPs) to reduce erosive and polluted runoff during all phases of project construction. BMPs shall be approved by the City and the Central Coast RWQCB along with the SWPPP. These measures shall be included on all construction plans. BMPs may include, but are not limited to, erosion and sediment controls and vehicle and equipment monitoring and maintenance, as identified below: - Erosion and sediment controls, including silt fences, straw wattles, berms, sediment basins, runoff diversions, or other erosion control measures approved by the Central Coast RWQCB shall be installed properly to increase effectiveness and shall be maintained regularly. - Vehicle and equipment maintenance and monitoring would require that all equipment and vehicles shall be checked and maintained daily to prevent spills of fuel, oil, and other hazardous materials. A designated staging area shall be established for vehicle/equipment parking and storage of fuel, lubricants, and solvents. The staging area shall be located a minimum of 100-feet from roadside drainages or culverts. All fueling and maintenance activities shall take place in the designated staging area. Compliance with the SWPPP during project construction shall be monitored by the City's Public Works Department during all construction phases.	Prepare and submit a Stormwater Pollution Prevention Plan (SWPPP)	Prior to the issuance of building permits	Implementation: Applicant Verification: City Public Works Department; RWQCB
HYD/mm-1.2	As specified in the SWPPP(s) and the City's stormwater regulations, prior to issuance of a building permit for ground disturbing activities, the developer shall prepare and submit site-specific erosion and sediment control plans for mass grading as well as for development of each development area within the site. The plans shall be designed to minimize erosion and water quality impacts, and shall be consistent with the requirements of the project's SWPPP(s). The plans shall include the following: Graded areas shall be revegetated with deep-rooted, native, non-invasive drought tolerant species to minimize slope failure and erosion potential. Geotextile fabrics shall be used as necessary to hold slope soils until vegetation is established;	Prepare and submit site-specific erosion and sediment control plans	Prior to issuance of a building permit for ground disturbing activities	Implementation: Applicant Verification: City Public Works Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	b. Temporary storage of construction equipment shall be limited to a minimum of 100 feet away from drainages on the project site; c. Erosion control structures shall be installed in compliance with BIO/mm-1.4; d. Demonstrate peak flows and runoff for each phase of construction; and e. Erosion and sediment control plans shall be submitted for review and approval by City staff and all requirements shall be included on construction plans. The developer shall ensure installation of erosion control structures prior to beginning of any construction or grading activities subject to review and approval by the City.			
HYD/mm-2.1	The developer shall prepare a development maintenance manual for the stormwater quality system and low impact development BMPs. The maintenance manual shall include detailed procedures for maintenance and operations of all stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned, and maintained in accordance with the manufacturer's or designer's maintenance specifications. The manual shall require that devices be cleaned annually prior to the onset of the rainy season (i.e., October 15) and immediately after the end of the rainy season (i.e., May 15). The manual shall also require that all devices be checked after major storm events.	Prepare a development maintenance manual for BMPs.	Prior to issuance of a building permit for ground disturbing activities	Implementation: Applicant Verification: City Public Works Department
HYD/mm-2.2	The property manager(s) or acceptable maintenance organization shall submit to the City Public Works Department a detailed report prepared by a licensed Civil Engineer addressing the condition of all private stormwater facilities, BMPs, and any necessary maintenance activities on a semi-annual basis (October 15 and May 15 of each year). The requirement for maintenance and report submittal shall be recorded against the property.	Submit a detailed report addressing the condition of all private stormwater facilities, BMPs, and any necessary maintenance activities on a semi-annual basis	For the lifetime of the project	Implementation: Applicant Verification: City Public Works Department
HYD/mm-2.3	BMP devices shall be incorporated into the stormwater quality system depicted in the erosion and sediment control plan (HYD/mm-1.2). BMPs shall include, at a minimum, the BMPs and source control measures and maintenance requirements for permanent and operation source control BMPs for landscaping, waste disposal, outdoor equipment storage, and parking.	Incorporate BMP devices into the stormwater quality system	Prior to occupancy	Implementation: Applicant Verification: City Public Works Department
Noise				
NOI/mm-1.1	The following measures shall be implemented to reduce construction-generated noise levels: a. Construction activity shall be limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 5:00 p.m. on Saturdays in accordance with the City's Noise Element. No noise-generating construction activities are allowed to occur on Sundays or state or federal holidays. Non-	Implement identified measures	During construction activities on the project site	Implementation: Applicant Verification: City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	noise-generating construction activities without mechanical equipment are not subject to these restrictions. b. Control noise at all construction sites through the provision of mufflers and the physical separation of machinery maintenance areas from adjacent residential and noise-sensitive land uses. c. Construction activities shall comply with the City of Santa Maria noise-control ordinance requirements, including obtaining a permit if deemed necessary.			
NOI/mm-1.2	The following mitigation measures shall be implemented to reduce long-term exposure to transportation and non-transportation noise: a. A noise wall or attenuating barrier shall be constructed along the western and northern portions of the proposed residential development, which is generally located south of Union Valley Parkway and east of Orcutt Road. The noise wall or barrier shall be constructed to minimum height of 6 to 8 feet above ground level as determined by a final acoustical assessment. Recommended barrier locations based on the conceptual site plan available in August 2022 are depicted in Figure 4.10-6. Noise barriers may consist of walls or a combination of walls and earthen berms. Barrier walls should be constructed of masonry block, or material of similar density and usage, with no visible air gaps at the base of the barrier or between construction materials. b. A noise wall shall be constructed along the northern boundary of the commercial land uses, which are generally located north of Union Valley Parkway and east of Orcutt Road of the project. The wall shall be constructed to a minimum height of 8 feet above ground level and shall be constructed of masonry block, or material of similar density and usage, with no visible air gaps at the base of the barrier or between construction materials. c. Loading docks shall be fitted with door seals and bumpers. The installation of dock seals would reduce loading dock noise levels by approximately 5 dBA, or more. When the loading dock is not in use, loading dock doors shall remain closed. d. Given the conceptual nature of the site plan considered in the EIR, there is the potential for the exact location of land uses to shift slightly as design plans are finalized. The operations of the final site plan shall be required to adhere to the following limitations to ensure exposure of residential and park land uses to operational noise is reduced. The following uses shall be limited to daytime hours (7:00 a.m. to 10:00 p.m.), unless an acoustical assessment is completed to determine that these commercial-uses would not impact nearby noise-sensitive land uses (residential and park uses): 1. Commercial-use loading docks within 300 feet of residential uses 2. Drive-throughs within 90 feet of residential uses 3. Car wash operations located within 1,400 feet of nearby residential land uses If nighttime (7:00 a.m. to 10:00 p.m.) operations are necessary for the proposed land uses noted above, an acoustical assessment shall be prepared to	Implement identified measures	Prior to occupancy	Implementation: Applicant Verification: City Community Development Department

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Parties
	evaluate potential noise impacts to nearby existing and proposed noise-sensitive land uses for operations proposed to occur during the nighttime hours (10:00 p.m. to 7:00 a.m.). All proposed operations during the nighttime hours (10:00 p.m. to 7:00 a.m.) shall not result in exceedances to the City's noise standards, as demonstrated by the acoustical assessment. Where the acoustical assessment determines that source noise levels would exceed the City's applicable noise standards, site-design features/noise-reduction measures shall be incorporated sufficient to reduce operational noise levels to below applicable noise standards. e. An acoustical assessment shall be prepared for exterior commercial-use air conditioning units 300 feet from a noise-sensitive land use. The acoustical assessment shall evaluate operational noise levels in comparison to the City's daytime and nighttime noise standards. Where the acoustical assessment determines that operational noise levels would exceed the City's applicable noise standards, site-design features and/or noise-reduction measures shall be incorporated sufficient to reduce operational noise levels to below the City's applicable noise standards. Such measures may include locating equipment on rooftop areas, incorporation of additional shielding, selection of low-noise generation equipment, and/or incorporation of rooftop parapets.			
City of Santa Maria Maximum Acceptable Noise Levels by Land Use				
Range of Intensities (dBA Leq)				
	Ambient Base			
	15 Minutes			
	5 Minutes			
	1 Minute			
Zones	Day	Night	Day	Night
Residential	55	45	60	50
Commercial	65	60	70	65
Industrial	75	70	80	75
Source: City of Santa Maria (2022)				
dBA = A-weighted decibels; L _{eq} = Equivalent sound level				

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CHAPTER 8. REFERENCES AND REPORT PREPARATION

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8.3 REPORT PREPARATION

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