NOTICE OF DETERMINATION

To: [KJ Office of Planning and Research
P.O. Box 3044
Sacramento, CA 95812-3044

[KJ Clerk of the Board
County of Santa Barbara
105 East Anapamu Street, Room 407
Santa Barbara, CA 93101

From: City of Santa Maria
Community Development Dept.
110 South Pine Street, #101
Santa Maria, CA 93458

Lead Agency (if different from above):

Subject: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Cox Bungalow (GPZ2018-0001, PD2018-0009)
Project Title and File Numbers

SCH#
State Clearinghouse Number (if applicable)

Neda Zayer, Principal Planner — (805) 925-0951, Ext. 2244
Lead Agency Contact Person — **Telephone Number**

1J41 West ox Lane, City of Santa Maria, Santa Barbara County
Project Location (include County)

Review of a (1) Mitigated Negative Declaration of the environmental impact; (2) a General Plan Land Use Map Amendment and Zone Change (GPZ2018-0001); and (3) a Planned Development Permit (PD2018-0009) for West Cox, LLC to construct 30 market rate senior apartment units, a community center, and other common amenities on a 1.3 acre site in an R-1 (Single Family Residential) district.

Project Description

This is to advise that the City of Santa Maria as the Lead Agency has approved the above described project on March 20, 2019 and has made the following determinations regarding the above described project:

1. The project will not have a significant effect on the environment.
2. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan was adopted for this project.
5. A Statement of Overriding Considerations was not adopted for this project.
6. Findings were made pursuant to the provisions of CEQA.

This is to certify that the negative declaration and record of project approval is available_ to the General Public at:

Community Development Department. 11O South Pine Street. #101. Santa Maria. CA 93458

Signature	Title	Date
	Principal Planner	June 10, 2019

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Date Received for filing at CPR _____

CITY OF SANTA MARIA
INITIAL ENVIRONMENTAL STUDY
MITIGATED NEGATIVE DECLARATION
SEPTEMBER 5, 2018

COX BUNGALOWS SENIOR APARTMENTS, GPZ2018-0001, PD2018-0009

1141 West Cox Lane

PROJECT SUMMARY

Project Description	Review of a Planned Development Permit (PD2018-0009) and a General Plan/Zoning Amendment (GPZ2018-0001) for Joe Halsell to construct 30 senior apartment units, a community center, and other common amenities on a 1.3 acre site in an R-1 (Single Family Residential) district.
Location	1141 West Cox Lane
Assessor's Parcel No.	117-451-015
General Plan Designation	Existing: Low Density Residential (LDR-5)
	Proposed: High Density Residential (HDR-22)
Zoning	Existing: Single-Family Residential (R-1)
	Proposed: Planned Development/High-Density Residential (PD/R-3)
Size of Site	1.3Acres
Present Use	Single-Family Residential
Proposed Uses	Senior housing
Access	West Cox Lane
Surrounding Uses/Zoning	
North	Residential Units R-1 (SinQle-Family Residential)
South	Residential Units R-1(SinQle-Familv Residential)
East	Residential Units R-1(Sinale-Familv Residential)
West	Aaricultural uses in Santa Barbara Countv
Parking	Provided: 12 residential spaces and 2 spaces for staff
	Required: 10 residential spaces and 2 spaces for staff

Setbacks	
Front (South}	Required: 20 feet Proposed: 20 feet
Rear (North)	Required: 1O feet Proposed: 5 feet
Side Interior (East)	Required: 10 feet Proposed: 10 feet
Side Street (West)	Required: 15 feet Proposed: 5 feet
Height	Allowed: 30 feet Proposed: 13 feet 2 inches
Building Coverage	17,690 square feet (31.2%)
Landscape Area	19,990 square feet (36%)
Storm Water Retardation	This is a Tier 3 project subject to the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region
Fencing	Block walls along the west and east property boundaries, partial block walls along the north property boundaries
Related files!Actions	None
Applicant/Agent/Owner	Applicant: Brian Schwartz, Urban Planning Concepts Owner: Joe Halsell, Halsell Builders
Procedure	Planning Commission will propose recommendations to City Council regarding a negative declaration of environmental impacts for a General Plan Land Use and Zoning Map Amendment.

GENERAL AREA DESCRIPTION:

The subject site is a developed parcel located at 1141 West Cox Lane (Attachment A, Vicinity Map). The General Plan Land Use and Zoning designations for the project site are Low Density Residential (LDR-5) and Single-Family Residential (R-1) respectively.

The project site is within the northwest portion of Santa Maria. To the north, east, and south are parcels within the R-1 (Single-Family Residential) district, developed with single family residential structures. To the west is agricultural land in Santa Barbara County.

ENVIRONMENTAL SETTING:

Staff conducted a site visit on April 9, 2018. The proposed project site is developed; and is surrounded by other developed parcels within an urbanized area. There are no rare, endangered, or threatened plants, animals, or habitats on the project site. The proposed land use and zoning designations are consistent with the site's history of urban land use.

PROJECT DESCRIPTION:

The project site is fully developed, and includes an existing 3,000-square-foot residence and 2,300 square feet of other structures such as garages, sheds, storage facilities, and two workers' quarters. A block wall surrounds the project site, with a gated opening· at the driveway along West Cox Lane and an emergency access gate at the site's northeastern corner on North DeJoy Street. The proposed project includes a General Plan Land Use and Zoning Map Amendment: The project would change the designations on the site as follows:

a. General Plan land use map amendment FROM Low Density Residential (LDR-5) TO High Density Residential (HDR-22); and

b. Zoning map amendment FROM Single-Family Residential (R-1) TO Planned Development/High-Density Residential (PD/R-3).

The applicant proposes to demolish the existing residential and accessory structures on the project site and construct 30 senior apartment units, a 1,1DO-square-foot community center containing a lounge, kitchen, library/computer room, laundry facilities, restrooms, and an office for management and resident supportive services. The project will also incorporate walking paths and community garden space.

PROJECT REVIEW:

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

IMPACT SUMMARY TABLE

	Proposed Project
Size of Site	1.3 Acres
Size of Buildings	17,690 square feet
Water Demand[1]	4.7 acre-feet per year
Sewage Generation[1]	3,600 gallons per day
Average Daily Trips[2]	110
P.M. Peak Trips (2)	8
Unmitigated Long Term Emissions:[3] Reactive Hydrocarbons Nitrogen Oxides	 0.8 pounds/day 1 pounds/day

(1) Information provided by project applicant.
(2) Traffic source- ITE manual.
(3) CalEEEMod

Air Quality

Temporary air quality impacts are common during project construction. The Santa Barbara County Air Pollution Control District (SBCAPCD) has not established construction emissions thresholds. Ozone precursors NOx and ROG, as well as CO, would be emitted by the operation of construction equipment while fugitive dust (PM10) would be emitted by activities that disturb the soil, such as grading, excavation, and roadway and building construction.

The projected annual emissions of all criteria pollutants during construction activities would be well below the SBCAPCD's threshold of 25 tons-per-year for ROG and NOx when phased during the project construction period. However, because the Santa Barbara County portion of the SCCAB is a nonattainment area for the state PM10 threshold, standard construction dust and emission control measures would be required for all projects involving earthmoving activities regardless of size or duration. In accordance with standard practices, such construction emission control measures would be shown on grading and building plans. These requirements have been required as mitigation measure AQ-1 and AQ-2, below. According to the SBCAPCD's Scope and Content of Air Quality Sections in Environmental Documents (June 2017), implementation of required dust control measures results in fugitive dust emissions that have a less-than-significant effect on air quality. Specific control measures to reduce particulate emissions, as prescribed by the SBCAPCD, would also be included as conditions of approval for the project, as necessary..

AQ-1 Fugitive Dust Control Measures

These measures are required for all projects involving earthmoving activities regardless of the project size or duration. Proper implementation of these measures is assumed to fully mitigate fugitive dust emissions.

a. The project shall adhere to the limits on the generation of visible fugitive dust emissions at demolition and construction sites established by APCD Rule 345, *Control of Fugitive Dust from Construction and Demolition Activities.* The rule includes measures for minimizing fugitive dust from on-site activities and from trucks moving on- and off-site. Please see www.ourair.org/wp-content/uploads/rule345.pdf.

b. During construction, use water trucks or sprinkler systems to keep areas of vehicle movement damp 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 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.

c. Minimize amount of disturbed area and reduce on-site vehicle speeds to 15 miles per hour or less.

d. Cover, keep moist, or treat imported or exported fill material with soil binders that is stock piled for more than two days to prevent dust generation. Tarp trucks transporting fill material to and from the site at the point of origin.

e. Install gravel pads at access points to prevent mud tracking onto public roads.

f. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, re-vegetating, or by spreading soil binders until the area is paved or otherwise developed to prevent dust generation.

g. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent dust transport 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 Air Pollution Control District prior to grading/building permit issuance and/or map clearance.

Plan Requirements: All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map. Timing: Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods.

Monitoring: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. Lead Agency staff shall ensure compliance on-site. APCD inspectors will respond to nuisance complaints.

AQ-2 Diesel Particulate and Nitrogen Oxides (NOx) Emission Reduction

The state of California classifies particulate emissions from diesel exhaust as carcinogenic. During project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the following list of regulatory requirements and control strategies to the maximum extent feasible. These strategies reduce emissions of particulate matter (as well as of ozone precursors) from diesel equipment:

The following measures are required by state law:

a. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program, or shall obtain an APCD permit.

b. Fleet owners of mobile construction equipment shall adhere to the California Air Resource Board (GARB) Regulation for In-Use Off-Road Diesel Vehicles (Title 13, California Code of Regulations (CCR), §2449) to reduce nitrogen oxides (NOx), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fuefed vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.

c. Fleet owners of mobile construction equipment shall adhere to the GARB Regulation for In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles (Title 13, CCR, §2025) to reduce nitrogen oxides (NOx), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use (on-road) diesel-fueled vehicles. On-road heavy-duty trucks shall comply with the State On-Road Regulation. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.

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 heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

The following measures are recommended:

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

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

g. Electric equipment should _replace diesel powered equipment whenever feasible.

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

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

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 lunch onsite.

n. Plan Requirements: All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map. To provide proof of compliance with CARB's Regulation for In-Use Off-Road Diesel Vehicles, the contractor/subcontractor shall keep a copy of the CARS Certificate of Compliance onsite and available for inspection. Timing: Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods.

Monitoring: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. Lead Agency staff shall ensure compliance on-site. APCD inspectors will respond to nuisance complaints.

AQ-3 Heavy-Duty Diesel Truck Idling

At all times, heavy-duty diesel truck idling should be minimized; auxiliary power units should be used whenever possible. State law requires that:

a. Drivers of diesel-fueled commercial vehicles shall not idle the vehicle's primary diesel engine for greater than five minutes at any location.

b. Drivers of diesel-fueled commercial vehicles shall not idle a diesel-fueled auxiliary power system (APS) for more than five minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle. Trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required}.

c. While at a school, the driver must shut down the engine immediately upon arrival and leave within 30 seconds of starting the engine.

d. See www.arb.ca.gov/noidle for more information.

AQ-4 APCD Authority to Construct Permit

Prior to building permit issuance, APCD Authority to Construct permits must be obtained for all equipment that requires an APCD permit. The applicant shall provide proof of receipt of the required APCD permits to planning staff. APCD Authority to Construct permits are required for diesel engines rated at 50 bhp and greater {e.g., firewater pumps and emergency standby generators) and boilers/large water heaters whose combined heat input rating exceeds 2.0 million BTUs per hour.

Advisories: (1) In the case of a diesel-fired emergency generator, an equipment-specific Health Risk Assessment may be required as part of APCD permit issuance. The applicant should refer to APCD's website at www.ourair.org/dice-atcm/ for more information on diesel engine permitting. (2) The APCD permit process can take several months. To avoid delay, the applicant is encouraged to submit their Authority to Construct permit application to the APCD as soon as possible, see www.ourair.org/permit-applications/ to download the necessary permit applications.

AQ-5 Portable Equipment Registration Program (PERP) Certification

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

AQ-6 Asbestos Demolition/Renovation Notification

The applicant is required to complete and submit an Asbestos Demolition/Renovation Notification or an Exemption from Notification for Renovation and Demolition (APCD Form ENF-28 or APCD Form ENF-28e), which can be downloaded at www.ourair.org/compliance-forms/ for each regulated structure to be demolished or renovated. Demolition notifications are required regardless of whether asbestos is present or not. The completed exemption or notification should be presented, mailed, or emailed to the Santa Barbara County Air Pollution Control District with a minimum of 10 working days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition. The applicant should visit www.ourair.org/asbestos/ to determine whether the project triggers asbestos notification requirements or whether the project qualifies for an exemption.

AQ-7 Furnaces and Water Heaters

Natural gas-fired fan-type central furnaces with a rated heat input capacity of less than 175,000 Btu/hr and water heaters rated below 75,000 Btu/hr must comply with the emission limits and certification requirements of APCD Rule 352. Please see www.ourair.org/wp-content/uploads/rule352.pdf for more information.

Boilers, water heaters, and process heaters (rated between 75,000 and 2.0 million Btu/hr) must comply with the emission limits and certification requirements of APCD Rule 360.

Note: Units fired on fuel(s) other than natural gas still need to be certified under Rule 36/ Please see www.ourair.org/wp-content/uploads/rule360.pdf for more information.

AQ-8 Greenhouse Gas Reduction

At a minimum, prior to occupancy, any feasible greenhouse gas reduction measures from the following sector-based list should be applied to the project:

a. Energy use (energy efficiency, renewable energy)

b. Water conservation (improved practices and equipment, landscaping)

c. Waste reduction (material re-use/recycling, composting, waste diversion/minimization)

d. Architectural features (green building practices, cool roofs)

e. Transportation (pedestrian and bicycle-friendly features such as sidewalks and bike racks)

f. Electric Vehicle Infrastructure (EV charger installation, installation of pre-wiring for future EV chargers), see www.ourair.org/sbc/plug-in-central-coast/ and www.ourair.org/ev-charging-program/ for more information.

AQ-9 Architectural Coatings

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

AQ-10Asphaft Paving

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

Archaeological and Cultural Resources

Rincon Consultants, Inc. (Rincon) prepared a Phase I Archaeological Study for the Cox Bungalows Senior Apartments project in August 2018 for the project and found no evidence of historic archaeological resources within the project site boundaries. Rincon also conducted a records search to identify previously recorded cultural resources (prehistoric or historic), and any previously conducted cultural resources work within a half mile radius of the project site and within the project site itself, and did not identify any previously recorded cultural resources.

Based on the lack of evidence of historic archaeological resources and cultural resources on and around the project site, staff have detennined that the project will not negatively impact the environmental condition of the site. As a precaution, staff will include mitigation measures as conditions of approval to mitigate potential adverse environmental impacts

and reduce all identified impacts to a level of insignificance. If the decision makers wish to delete a mitigation measure proposed to mitigate a significant impact, the applicant should agree to include an alternative mitigation measure as part of the project. Section 8 of the City of Santa Maria Environmental Procedures outlines how the mitigation measures will be monitored. The monitoring checklist is included at the end of this report.

The following mitigation measures are required to reduce the archaeological and cultural resource impacts of the project to an insignificant level:

CUL-1 Unanticipated Discovery of Archaeological Resources
If archaeological resources are encountered during ground-disturbing activities, work in the immediate area should be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) should be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for *California Registry of Historical Resources* (CRHR) eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work, such as data recovery excavation, may be warranted to mitigate any significant impacts to historical resources.

CUL-2 Unanticipated Discovery of Human Remains
If human remains are found during ground-disturbing activities, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner determines origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coronerwill notify the *Native American Heritage Commission* (NAHC), which will determine and notify a *Most Likely Descendant* (MLD). The MLD shall complete the inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access.

ENVIRONMENTAL RECOMMENDATION:

Based on the information available at the time of preparation this report and, without benefit of additional information which may come to light at the public hearing, the Environmental Officer recommends that a Mitigated Negative Declaration be filed for the Cox Bungalows Senior Apartments project based upon information contained in File# GPZ2018-0001.

PREPARED BY:

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

Lauren Marsiglia, Environmental Analyst

10/fllie:
Date

Chuen Ng, Environmental Officer

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Date

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CITY OF SANTA MARIA
ENVIRONMENTAL CHECKLIST/ INITIAL STUDY
Cox Bungalows Senior Apartments (GPZ2018-0001, PD2018-0009)

1. Project Title and Location

Cox Bungalows Senior Apartments
1141 West Cox Lane
Santa Maria, California 93458
Assessor's Parcel Number: 117-451-015 (1.3 acres)

2. Lead Agency, Contact and Preparer

City of Santa Maria
Community Development Department
110 South Pine Street, Suite 101
Santa Maria, California 93458
Neda Zayer, Principal Planner
(805) 925-0951 ext. 2444

3. Project Sponsor's Name and Address

West Cox, LLC
3130 Skyway Drive, Suite 601
Santa Maria, California 93455

4. General Plan Land Use Classification

The project site has a land use classification of Low Density Residential (LDR-5), proposed at High Density Residential (HDR-22).

5. Zoning Designation

The project site is zoned Single Family Residential {R-1), proposed as Planned Development/High Density Residential (PD/R-3).

6. Surrounding Land Uses and Setting

The 1.3 acre project site (Assessor's Parcel Number [APN] 117-451-015) is located at 1141 West Cox Lane in the City of Santa Maria, California. The site is positioned north of West Cox Lane, south and west of North DeJoy Street, and east of North Blosser Road. The Santa Barbara County Flood Control District maintained Blosser Ditch flood control drainage facility separates North Blosser Road from the property. The project site is bounded by single family residential development on the north, south, and east sides. Agricultural land within the County of Santa Barbara is located to the west of the site, beyond North Blosser Road and the western City Limit line.

The project site currently contains a 3,000-square-foot residence and other structures totaling approximately 2,300-square-foot, including garages, sheds, storage facilities, and two workers quarters. Driveways and hardscapes cover an additional 7,500-square-foot on the site. A solid masonry wall surrounds the project

site, with a gated opening at the *driveway* along West Cox Lane and an emergency access gate at the site's northeastern corner on North DeJoy Street.

Figure 1 shows the regional location of the project site in northwestern Santa Maria. Figure 2 shows the project site location relative to land uses in the vicinity.

7. Description of Project

The project would involve development of 30 senior apartment units as well as a 1,100-square-foot community center containing a lounge, kitchen, library/computer room, laundry facilities, restrooms, and office space for management and resident supportive services. Other amenities would include walking paths and community garden space. The existing residential and accessory structures on the project site would be demolished to accommodate the new senior housing complex.

The proposed apartment units would be approximately 550 square feet, one-bedroom cottages in single-story duplex structures. The apartment units would be available to senior residents 62 years and older, with one of the proposed units reserved for an on-site manager. Each unit would include a front patio and storage space. Open landscaped areas would be provided behind the units with setbacks ranging from 5 to 20 feet in order to provide varied building articulation. A network of walking paths with benches and community gardens that connect through the property and a centrally located community clubhouse would also be developed for passive and active on-site activities. Licensed medical staff and medical services would be provided onsite on a daily basis for residents. The existing, solid masonry wall surrounding the project site would be retained upon project implementation.

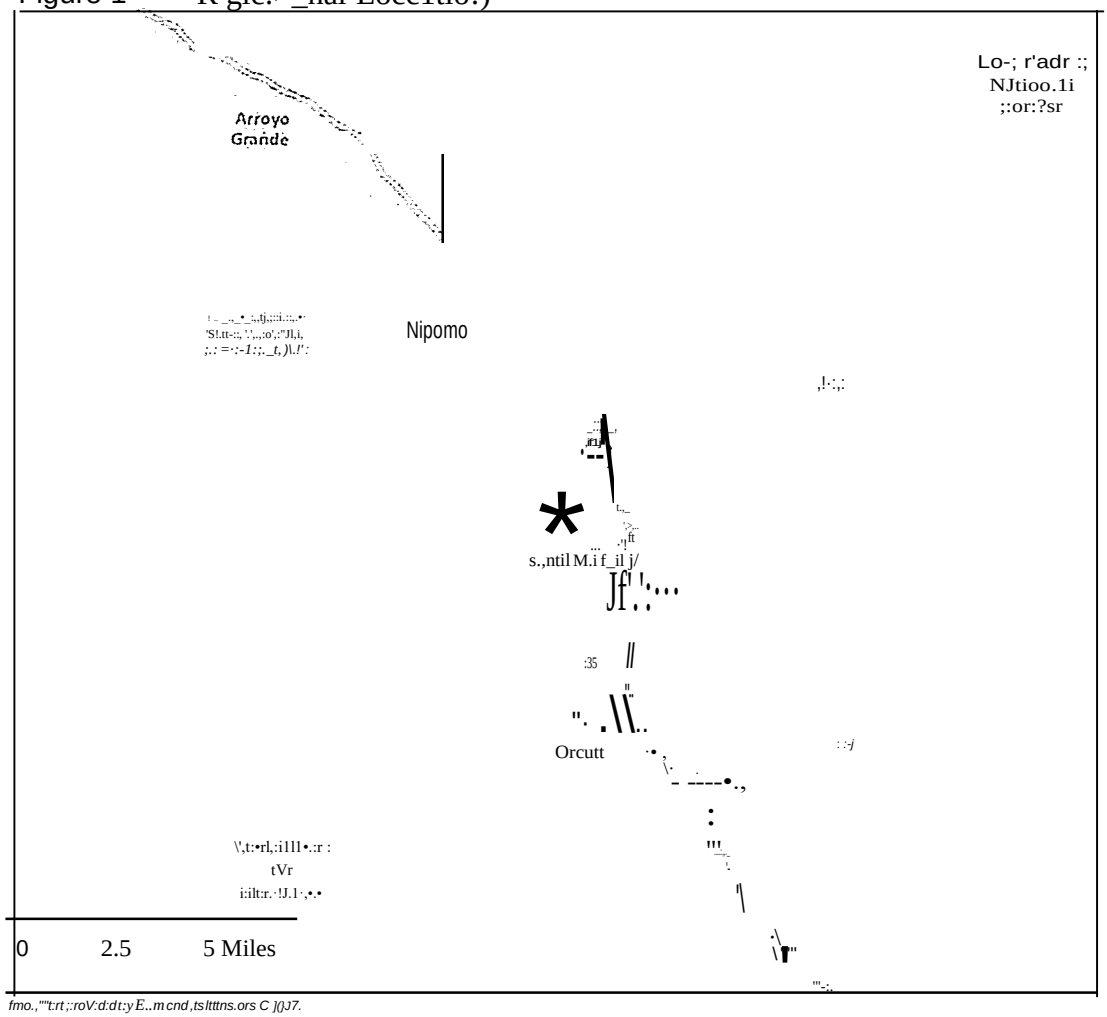
Vehicular access would be provided from West Cox Lane. Fifteen parking spaces, at a ratio of approximately 0.5 space per unit, would be provided internal to the project site. This would meet the City's off-street parking standard for senior citizen housing units under 600 square feet (Municipal Code Section 12-32.03(a)(5)(A)), requiring the provision of one space for every three units plus one space for each staff member, while providing for additional spaces for guest parking.

The project would require amendments to the City of Santa Maria General Plan and Zoning Code to change the land use category from the existing Low Density Residential (LDR-5) to High Density Residential (HDR-22) and to change the zoning from Single Family Residential (R-1) to High Density Residential with a Planned Development overlay (PD/R-3). The proposed HDR-22 land use category allows for a density of 22 units per acre. However, the City's General Plan Land Use Element specifies that Senior Citizen Housing may also be permitted to a maximum density of 30 dwelling units per acre. For Senior Citizen Housing projects with a density in excess of 22 units per acre, Section 12-8.18 of the Zoning Code provides additional development standards.

8. Public Agencies Whose Approval is Required

Agency	Permits/ Other Approvals
City of Santa Maria Commun!ty _Developmi:nt Department, Planning Comm1ss1on, and City Council	• Planned Development permit (PD2018-0009); and • General Plan and Zoning Ordinance amendments.

Figure 1 R gic:>_nal Locc1tio!)



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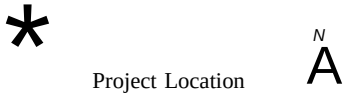

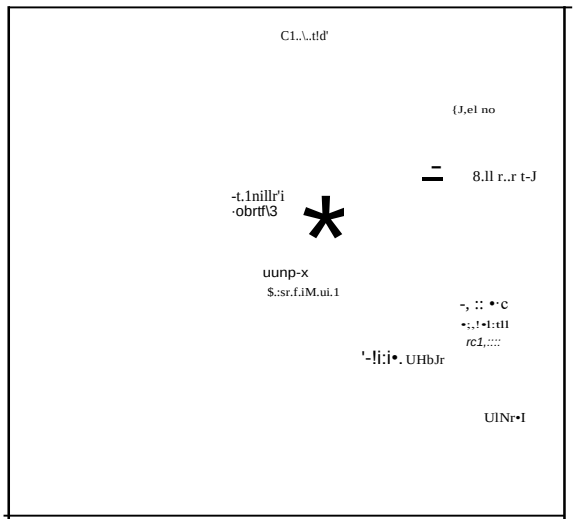

Figure 2 **Project Site Location**

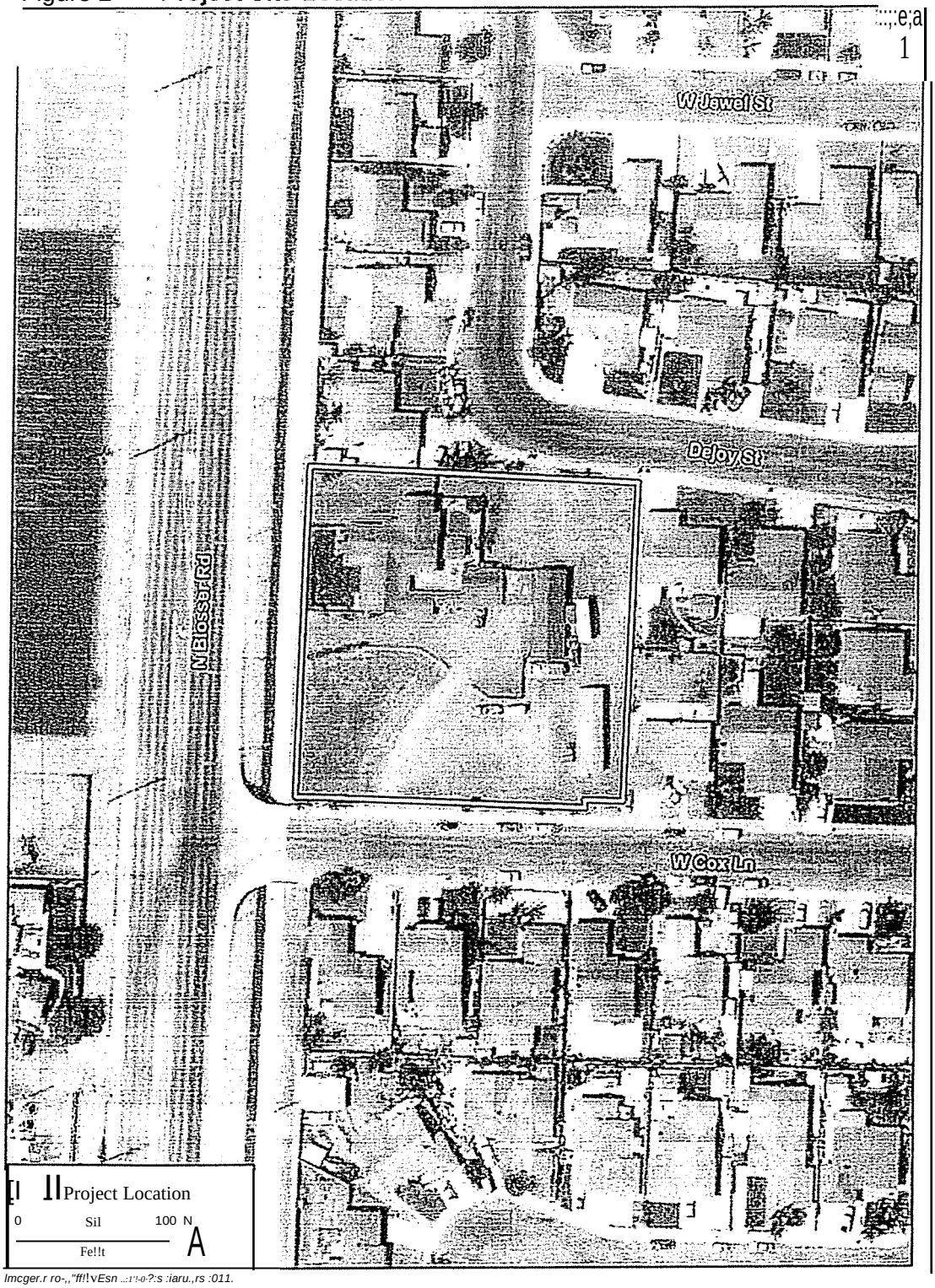

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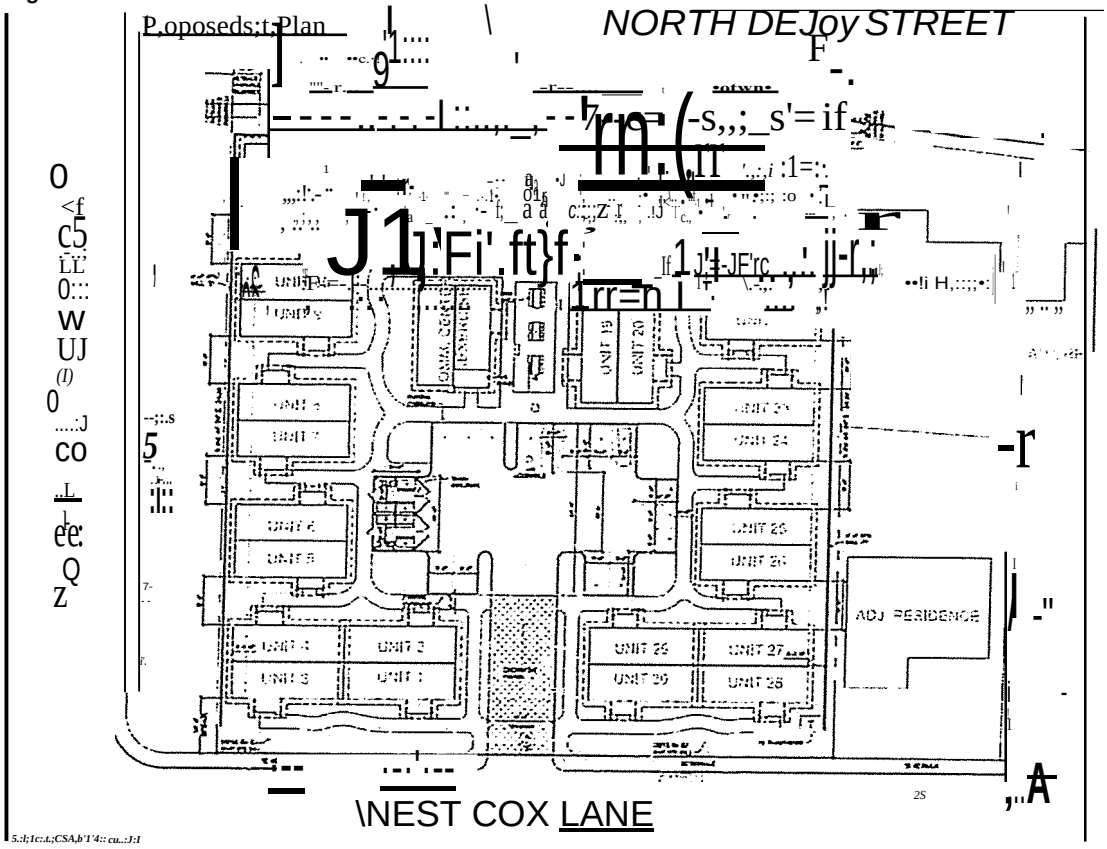
Figure 3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UNIT 25
UNIT 26
UNIT 27
UNIT 28
ADJ RESIDENCE
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1. AESTHETICSNISUAL RESOURCES

Would the project:				
a. Have a substantial adverse effect on a scenic vista?			X	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of the site andits surroundings?			X	
d. Create a new source of substantial light or glare which would adversely affect *day* or nighttime views in the area?			X	

The project area is primarily typified by residential uses adjacent to County agricultural land. The project site is developed with an existing single-story, single-family residence and accessory structures. Driveways, hardscapes, and landscapes cover the remainder of the site. A solid masonry wall surrounds the project site, with a gated opening at the driveway along West Cox Lane and an emergency access gate at the site's northeastern comer on North DeJoy Street.

Impact Discussion:

a. The project site is located within an urbanized area which has been planned and zoned for residential development, and is surrounded by completed residential neighborhoods. As such, development of the proposed single-story residential units with preservation of the surrounding solid masonry wall would not change or otherwise adversely affect views from surrounding residences and roadways, or from the project site. Therefore, impacts to any scenic vista as a result of the project would be less than significant.

b. According to the City's General Plan and the California Scenic Highway Mapping System, no designated State or local scenic highway corridors are identified in the project area. Additionally, no locally important scenic resources have been identified in the project area. Therefore, the project would not result in any impacts to scenic resources within a state scenic highway.

c. The project site is located in an area with urban character adjacent to County land primarily characterized by an abundance of expansive agricultural lands. The project would result in an increase in the residential density on the project site. However, the proposed single-story senior citizen housing units would retain the developed character of the site. Additionally, the project would not result in any changes to the surrounding urban and agricultural uses. Therefore, the project would not change the visual character of the site and surrounding areas from their existing condition. This impact would be less than significant.

d. The project site is currently developed with residential uses and is adjacent to existing residential development which produces a similar amount of light and sources of glare as is anticipated for the proposed development. Additionally, as part of the project design lighting fixtures would be required to be designed and located as necessary to minimize light and glare to off-site locations in accordance with the Santa Maria Municipal Code Section 12-33.307 (Glare) and the Engineering Division standard specifications (S-106 Streetlights). Therefore, the project would result in less than significant impacts associated with light and glare.

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

2. AGRICULTURE AND FOREST 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 non-agricultural use?				**X**
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220{9)), timberland (as defined *by* Public Resources Code section 4526), or timberland zoned Timberland Production (as defined *by* Government Code section 51104(9))?				**X**
d. Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**

Impact Discussion:

a-e The 1.3 acre project site is currently developed and maintained for residential uses. According to the California Department of Conservation Farmland Mapping and Monitoring Program and Land Conservation Act maps the site is identified as Non-Williamson Act Urban and Built-Up Land. There is no active farmland, forest land, or timberland on the project site or in the project vicinity. Therefore, the project would not result in conversion of such lands, to non-agricultural or non-forest use. No impact to farmland or agricultural resources would occur.

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

3. AIR QUALITY

Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?				X

The project site is located in the *South Central Coast Air Basin* (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura counties. The climate of the Santa Barbara County area and all of the SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high pressure cell in the northeastern Pacific. The Mediterranean climate of the region produces moderate average temperatures, although extreme temperatures can be reached in the winter and summer. Local climate conditions are shown in Table 1.

Table 1
Santa Maria Climate Conditions

Average annual rainfall	14.2inches
Average maximum temperature (Annual)	70.0 Of
Average minimum temperature (Annual)	45.7 Of
Warmest Month	September
Coolest Month	January
Annual mean temperature	57,9 Of
Average wind speed	2.9 mis

Source: Western Regional Climate Center (accessed November 2017) and Ga/EEMod (2016).

Criteria Pollutant Regulation. The federal and state governments have been empowered by the federal and state Clean Air Acts to regulate the emission of airborne pollutants and have established ambient air quality standards for the protection of public health. The *United States Environmental Protection Agency* (U.S. EPA) is the federal agency designated to administer air quality regulation, while the *California Air Resources Board* (ARB) is the state equivalent under the *California Environmental Protection Agency* (CalEPA).

Local control in air quality management is provided by ARB through multi-county and county-level Air Pollution Control Districts (APCDs). ARB establishes statewide air quality standards and is responsible for the control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The ARB has established 15 air basins statewide. The project site is located in the Santa Barbara County portion of the SCCAB and is under jurisdiction of the *Santa Barbara County Air Pollution Control District* (SBCAPCD). SBCAPCD administers many programs under the ARB review and permit authority over stationary point sources of air pollution.

Federal and state standards have been established for six criteria pollutants, including ozone (Oa), carbon monoxide (CO), nitrogen dioxide (N02), sulfur dioxide (S02), particulates less than 10 and 2.5 microns in diameter (PM10and PM2.s), and lead (Pb) (refer to Table 2). California air quality standards are identical to or stricter than federal standards for all criteria pollutants. Table 2 illustrates the current Federal and State Ambient Air Quality Standards.

Table 2
Current Federal and State Ambient Air Quality Standards

Pollutant	Federal Standard	California Standard
Ozone	0.070 ppm (8-hr avg)	0.09 ppm (1-hr avg) 0.070 ppm (8-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hravg)
Nitrogen Dioxide	0.053 ppm (annual avg)	0.18 ppm (1-hravg) 0.030 ppm (annual avg)
Sulfur Dioxide	0.030 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg} 0.25 ppm (1-hr avg)
Lead	1.5 µg/m^3 (calendar quarter)	1.5 µg/m^3 (30-day avg)
Particulate Matier (PM10)	150 µg/m^3 (24-hr avg)	20 µg/m^3 (annual avg) 50 µg/m^3 (24-hr avg)
Particulate Matter (PMu)	12 µg/m^3 (annual avg) 35 µg/m^3 (24-hr avg)	12 µg/m^3 (annual avg)

ppm= parts per million
µglrri' = micrograms per cubic meter
Source: Califomia Air Resources Board 2016.

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

Table 3 summarizes the annual air quality data for the local airshed. The ARB maintains over 60 air quality monitoring stations throughout California, including 18 stations in Santa Barbara County. Of the 18 stations in Santa Barbara County, eight are managed by SBCAPCD, and ten are managed by ARB and private industry. The nearest monitoring station to the project site is located in the City of Santa Maria and is currently managed by ARB. The station is located *at* 906 South Broadway and approximately two miles southeast of the project site. Air quality parameters monitored at this station include Oa, PM10and PM2.s, N02, wind speed, wind direction, and ambient temperature (ATM). The data collected at this station is considered to be generally representative of the baseline air quality experienced at the project site.

The primary pollutants of concern in Santa Barbara County are 03 and PM10. In addition to these pollutants, PM2.s and N02 levels are monitored and recorded at monitoring stations within the County. Table 3 provides the number of days of State or Federal exceedance in a given year, that the standard would have been exceeded had sampling occurred every day of the year. The major local sources for PM10 are agricultural operations, vehicle dust, grading, and dust produced by high winds. Ozone is a secondary pollutant that is not produced directly by a source, but rather is formed by a reaction in the presence of sunlight between nitrogen oxides (NOx) and reactive organic gases (ROG). Reductions in ozone concentrations are dependent on reducing the amount of these precursors. In Santa Barbara County, the major sources of ROG are motor vehicles, coating and solvent operations, oil and gas operations, and pesticide and fertilizer usage; and the major sources of NOx are the marine shipping industrial operations, on-road motor vehicles, and fuel combustion by various industrial sources (SBCAPCD 2016 Ozone Plan). According to the ARB 2015 State and National Area Designation Maps, the County is in non-attainment for the State 03 and PM10 standards.

Table 3
Ambient Air Quality Data at the
Santa Maria - 906 S. Broadway Station

Pollutant	**2014**	2015	**2016**
Ozone, ppm - Hourly Maximum	0.074	0.066	0.062
Number of days of State exceedances (>0.09 ppm)	0	0	0
Ozone, ppm - Eight Hour (State)	0.068	0.055	0.056
Number of days of State exceedances (>0.070 ppm)	0	0	0
Number of days of Nation exceedances (>0.070 ppm)	0	0	0
Particulate Matter **<10** microns, µg/m^3 - Worst 24 Hours	74.4	66.4	78.6
Number of samples of State exceedances (>50 µg/m^3)	5	10	16
Number of samples of Federal exceedances (>150 µg/m ^{3})	0	0	0
Particulate **Matter <2.5 microns,** µg/m ^{3} - Worst 24 Hours	17.6	19.2	19.4
Number of samples of Federal exceedances (>35 µg/m^3)	0	0	0
Nitrogen Dioxide, ppm - Hourly Maximum	48.2	46.1	36.0
Number of samples of State exceedances (>0.18 ppm)	0	0	0

Source: ARB, 2014- 2016 *Top 4 Summary*

Sensitive Receptors. Certain population groups are considered more sensitive to air pollution than others. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Therefore, the majority of sensitive receptor locations are residences, schools, and hospitals. As such, the proposed senior citizen housing as well as the surrounding residences serve as sensitive receptors on and in the vicinity of the project site.

Impact Discussion:

a. Under state law, the SBCAPCD is required to prepare an air quality attainment plan for air quality improvement in the SCCAB. The 2016 Ozone Plan is the eighth triennial update to the initial state Air Quality Attainment Plan adopted by the Santa Barbara County Air Pollution

Control District {District) Board of Directors in 1991. The 2016 Ozone Plan addresses the attainment and maintenance of state and federal ambient air quality standards within the SCCAB. In order to be determined to be consistent with the Ozone Plan, a project's direct and indirect emissions must be accounted for in the growth assumptions of the Ozone Plan, and the project must be consistent with the policies in the 2016 Ozone Plan {SBCAPCD, Scope and Content of Air Quality Sections in Environmental Documents, June 2017 Limited Updatel). Vehicle use and emissions are directly related to population, as additional residents would result in more vehicular use. Populations that remain within Ozone Plan and *Santa Barbara County Association of Governments* {SBCAG) forecasts are accounted for with regards to SBCAPCD emissions inventories. The SBCAG Regional Growth Forecast 2012 presents forecasts of population, employment, and housing between 2010 and 2040 for Santa Barbara County, its major economic and demographic regions, and its eight incorporated cities, including the City of Santa Maria. (SBCAG, Regional Growth Forecast 2010-2040, December 2012). These housing projections are shown in Table 4.

Table 4
SBCAG Housing **Projections for** the **City of Santa Maria**

Year	Population Forecast[1]	Households[2]
2010	99,989	27,079
2020	108,839	30,060
2035	135,071	39,230
2040	141,529	41,512

1. From 'Table 7, Trend-based A/location Melhodofogy Subject to Land Use Capacity Popufation, Household, and Employment Forecast", Santa Maria City, SBCAG Regional Growth Forecast (December, 2012).
2. Subregional Household forecast is calculated by dividing population growth by census 2010 household size.

The City's January 2018 Major Developments list includes approximately 1,500 new housing units. The total number of housing units generated by this project, in combination with other reasonably foreseeable residential development in the City, would not exceed the housing unit increase of 11,452 forecasted by SBCAG between 2020 and 2040. The increase of 30 housing units would comprise approximately two percent of the projected growth in the City, which would be within growth forecast assumptions used in the 2016 Ozone Plan. Therefore, the project would be consistent with the 2016 Ozone Plan, and impacts from the project related to air quality attainment plan consistency would be fess than significant.

b-d. Construction Emissions. Temporary air quality impacts generally occur during project construction. SBCAPCD has not established construction emissions thresholds. Ozone precursors NOx and ROG, as well as CO, would be emitted by the operation of construction equipment, while fugitive dust (PM10) would be emitted by activities that disturb the soil, such as grading and excavation, and roadway and building construction. Construction emissions were analyzed in the California Emissions Estimator Model (CalEEMod) version 2016.3.1. Table 5 shows the

[1] Limited updates on: District Ozone Plan, attainment status, federal ozone standards, greenhouse gas thresholds, CalEEMod version and screening tables, asbestos notification forms, and construction mitigation measures. An extensive update to the Scope and Content document is currently in process.

estimates of maximum daily construction emissions associated with the proposed development. For full modeling results refer to Appendix A.

Table 5
Temporary Construction Emissions

Land Use	Maximum Emissions (tons/1 ear)			
	ROG	NOx	CO	PM10
2018	0.6	2.2	1.7	0.2
Thresholds	25	25	n/a	n/a
Threshold Exceeded?	**No**	**No**	*nla*	*nla*

nla = not available

Source: CalEEMod v.2016.3.1, annual emissions reports. Modeling results contained in Appendix A.

As shown above, annual em1ss1ons of all criteria pollutants are below the SBCAPCD's recommended 25 tons per year threshold for the project when phased during the construction period. However, because the Santa Barbara County portion of the SCCAB is a nonattainment area for the state PM10 standard, construction emissions control measures are required for all projects involving earthmoving activities regardless of size or duration. In accordance with standard practices, such construction emissions control measures would be shown on grading and building plans. According to the SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* (June 2017), implementation of required dust control measures results in fugitive dust emissions that have less than significant effect on air quality. Specific control measures and measures to reduce particulate emissions, as prescribed by SBCAPCD, would be included as conditions of the Planned Development permit and applied to the project.

Operational Emissions. Long-term emissions are contributed by on-site and off-site stationary and area sources and by mobile sources. Area source emissions include releases from combustion to heat buildings, architectural coatings, landscaping equipment exhaust, aerosol products, and similar activities at the project site. Energy emissions include those resulting from the off-site generation of electricity to power the facility. Mobile emissions are based on the estimated volume and types of project-generated vehicle trips. The emissions from these aspects of the project operations were estimated with the CalEEMod. Table 6 summarizes the operational emissions that would result from the project, and compares the emissions with the significance criteria suggested by the SBCAPCD for evaluating air emissions.

Table 6
Operational Emissions

Source	Maximum Emissions (lbs/day)					
	ROG	NOx	PM10	PMz.s	**CO**	SOx
Area Source	0.6	<0.1	<0.1	<0.1	2.5	<0.1
Energy	<0.1	0.1	<0.1	<0.1	<0.1	<0.1
Mobile	0.2	0.9	0.7	0.2	2.6	<0.1
Total	0,8	1	0.7	0.2	**5.1**	<0,1
Threshold (al{ sources)	*240*	*240*	*80*	*nla*	*n/a*	*nla*
Threshold Exceeded?	**No**	**No**	**No**	*nla*	n/a	nta
Threshold (mobile only)	*25*	*25*	*nla*	*nla*	*nla*	*nla*
Threshold Exceeded?	**No**	**No**	n/a	n/a	n/a	n/a

Sourr::e: CalEEMod v.2016.3.1, summer emissions *reports. Modeling resu/ls contained in Appendix A.*

As shown in Table 6, the project would generate no more than one pound per day of each ROG, NOx, and PM10. These emissions would not exceed SBCAPCD recommended criteria for defining a significant air quality impact.

In summary, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard, and would not expose sensitive receptors to substantial pollutant concentrations. Emissions associated with the proposed project would not exceed local significance criteria, and the project is expected to comply with all applicable rules and regulations of the SBCAPCD. Therefore, impacts would be less than significant.

e. The project does not involve development of any uses with potential to cause significant odor impacts such as fast food restaurants, bakeries, and coffee roasting facilities. As such, the project would not result in objectionable odors affecting a substantial number of people and no impacts would result.

Mitigation Measure(s) incorporated into the project:

AQ-1 Fugitive Dust Control Measures

These measures are required for all projects involving earthmoving activities regardless of the project size or duration. Proper implementation of these measures is assumed to fully mitigate fugitive dust emissions.

a. The project shall adhere to the limits on the generation of visible fugitive dust emissions at demolition and construction sites established by APCD Rule 345, *Control of Fugitive Dust from Constmction and Demolition Activities.* The rule includes measures for minimizing fugitive dust from on-site activities and from trucks moving on- and off-site. Please see www.ourair.org/wp-content/uploads/rule345.pdf.

b. During construction, use water trucks or sprinkler systems to keep areas of vehicle movement damp 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 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.

c. Minimize amount of disturbed area and reduce on-site vehicle speeds to 15 miles per hour or less.

d. Cover, keep moist, or treat imported or exported fill material with soil binders that is stock piled for more than two days to prevent dust generation. Tarp trucks transporting fill material to and from the site at the point of origin.

e. Install gravel pads at access points to prevent mud tracking onto public roads.

f. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, re-vegetating, or by spreading soil binders until the area is paved or otherwise developed to prevent dust generation.

g. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent dust transport 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 Air Pollution Control District prior to grading/building permit issuance and/or map clearance.

Plan Requirements: All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map. Timing: Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods.

Monitoring: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. Lead Agency staff shall ensure compliance on-site. APCD inspectors will respond to nuisance complaints.

AQ-2 Diesel Particulate and Nitrogen Oxides (NOx} Emission Reduction

The state of California classifies particulate emissions from diesel exhaust as carcinogenic. During project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the following list of regulatory requirements and control strategies to the maximum extent feasible. These strategies reduce emissions of particulate matter (as well as of ozone precursors) from diesel equipment:

The following measures are required by state law:

a. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program, or shall obtain an APCD permit

b. Fleet owners of mobile·construction equipment shall adhere to the California Air Resource Board (CARB} Regulation for In-Use Off-Road Diesel Vehicles (Tltle 13, California Code of Regulations (CCR), §2449) to reduce nitrogen oxides (NOx), diesel particulate matter (DPM},

and other 9riteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.

c. Fleet owners of mobile construction equipment shall adhere to the CARB Regulation for In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles (Title 13, CCR, §2025) to reduce nitrogen oxides (NOx), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use (on-road) diesel-fueled vehicles. On-road heavy-duty trucks shallcomply with the State On-Road Regulation. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.

d. Alf 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 heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited *to* five minutes; electric auxiliary power units should be used whenever possible.

The following measures are recommended:

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

f. On-road heavy-duty equipment with model year 201O engines or newer should be used to the maximum extent feasible.

g. Electric equipment should replace diesel powered equipment whenever feasible.

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

i. Catalytic converters shall be installed on gasoline-powered equipment, ff feasible.

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.

I. 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 lunch onsite.

n. Plan Requirements: All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map. To provide proof of compliance with CARS's Regulation for In-Use Off-Road Diesel Vehicles, the contractor/subcontractor shall keep a copy of the CARS Certificate of Compliance onsite and available for inspection. Timing: Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods.

Monitoring: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. Lead Agency staff shall ensure compliance on-site. APCD inspectors will respond to nuisance compfaints.

AQ-3 Heavy-Duty Diesel Truck Idling

At all times, heavy-duty diesel truck idling should be minimized; auxiliary power units should be used whenever possible. State Jaw requires that:

a. Drivers of diesel-fuefed commercial vehicles shall not idle the vehicle's primary diesel engine for greater than five minutes at any location.

b. Drivers of diesel-fueled commercial vehicles shall not idle a diesel-fuefed auxiliary power system (APS) for more than five minutes to power a heater, air conditioner, or any ancilfary equipment on the vehicle. Trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required).

c. While at a schoof, the driver must shut down the engine immediately upon arrival and leave within 30 seconds of starting the engine.

d. See www.arb.ca.gov/noidle for more information.

AQ-4 APCD Authority to Construct Permit

Prior to building permit issuance, APCD Authority to Construct permits must be obtained for all equipment that requires an APCD permit. The applicant shall provide proof of receipt of the required APCD permits to pfanning staff. APCD Authority to Construct permits are required for diesel engines rated at 50 bhp and greater {e.g., firewater pumps and emergency standby generators) and boilers/large water heaters whose combined heat input rating exceeds 2.0 million BTUs per hour.

Advisories: (1) In the case of a diesel-fired emergency generator, an equipment-specific Health Risk Assessment may be required as part of APCD permit issuance. The applicant should refer to APCD's website at www.ourair.org/dice-atcm/for more information on diesel engine permitting.- (2) The APCD permit process can take several months. To avoid delay, the applicant is encouraged to submit their Authority to Construct permit application to the APCD as soon as possible, see www.ourair.org/permit-applications/ to download the necessary permit applications.

AQ-5 Portable Equipment Registration Program (PERP) Certification

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

AQ-6 Asbestos Demolition/Renovation Notification

The applicant is required to complete and submit an Asbestos Demolition/Renovation Notification or an Exemption from Notification for Renovation and Demolition (APCD Form ENF-28 or APCD Form ENF-28e), which can be downloaded at www.ourair.org/compliance-fonns/ for each regulated structure to be demolished or renovated. Demolition notifications are required regardless of whether asbestos is present or not. The completed exemption or notification should be presented, mailed, or emailed to the Santa Barbara County Air Pollution Control District with a minimum of 10 working

days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition. The applicant should visit www.ourair.org/asbestos/ to determine whether the project triggers asbestos notification requirements or whether the project qualifies for an exemption.

AQ-7 Furnaces and Water Heaters

Natural gas-fired fan-type central furnaces with a rated heat input capacity of less than 175,000 Btu/hr and water heaters rated below 75,000 Btu/hr must comply with the emission limits and certification requirements of APCD Rule 352. Please see www.ourair.org/wp-content/uploads/rule352.pdf for more information.

Boilers, water heaters, and process heaters (rated between 75,000 and 2.0 million Btu/hr) must comply with the emission limits and certification requirements of APCD Rule 360. Note: Units fired on fuel(s) other than natural gas still need to be certified under Rule 36/ Please see www.ourair.org/wp-content/uploads/rule360.pdf for more information.

AQ-8 Greenhouse Gas Reduction

At a minimum, prior to occupancy, any feasible greenhouse gas reduction measures from the following sector-based list should be applied to the project:

a. Energy use (energy efficiency, renewable energy)

b. Water conservation (improved practices and equipment, landscaping)

c. Waste reduction (material re-use/recycling, composting, waste diversion/minimization)

d. Architectural features (green building practices, cool roofs)

e. Transportation (pedestrian and bicycle-friendly features such as sidewalks and bike racks)

f. Electric Vehicle Infrastructure (EV charger installation, installation of pre-wiring for future EV chargers), see www.ourair.org/sbc/plug-in-central-coast/ and www.ourair.org/ev-charging-program/ for more information.

AQ-9 Architectural Coatings

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

AQ-10 Asphalt Paving

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

4. BIOLOGICAL RESOURCES

Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife SeNice?			X	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife SeNice?			X	
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Impact Discussion:

a-c. The project would be located in a residential area along the northwestern boundary of the City of Santa Maria. The project site lies in an area that has already been disturbed from its natural state and the proposed project would not significantly affect biological resources. A review of the Biogeographic Information and Observation System (BIOS; http://www.dfg.ca.gov/biogeodata/bios/) and the U.S. Fish and Wildlife Service (USFWS) Critical Habitat Portal (http://criticalhabitat.fws.gov) indicates that the project site is not within or adjacent to the critical habitat range for California red-legged frog (Rana draytonii). California red-legged frog requires permanent or semi-permanent water at least two feet deep, bordered by emergent or riparian vegetation, and upland grassland, forest or scrub habitats for refuge and dispersal. A flood control channel borders the western side of the project site. However, the project site is separated from the channel by a solid masonry wall and no project activities are proposed within the channel. The project site is not within the critical habitat range for any other identified plant or wildlife species. No riparian or other sensitive resource habitat is present within the project site. Site observations and review of

the USFWS National Wetlands Inventory indicate that no federally protected wetlands are present on the project site. Impacts to candidate, sensitive, or special status species, sensitive natural communities, and wetlands would be less than significant.

d. There are no major wildlife movement corridors across the site. A flood control channel borders the western side of the project site. However, the project site is separated from the channel by a solid masonry wall and no project activrties are proposed within the channel. Any potential runoff from the site is not expected to have a substantial effect on the channel or any habitat associated with the channel. Thus, the project would not substantially alter the ability of wildlife *to* use the channel as a movement corridor. This site does not contain any features which would provide a native wildlife nursery site that would attract animals or other migratory species. Therefore, this impact would be less than significant.

e. The City of Santa Maria oversees land use planning through implementation of the City's General Plan. Biological resources are specifically addressed in the General Plan Resources Management Element (RME). The project would not conflict with the policies therein, related to the protection of biological resources. In addition, no native trees would be removed as a result of the project. Therefore, this impact would be less than significant.

f. There are no habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans in effect for the project site. Therefore, there would be no impact.

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

5. CULTURAL RESOURCES

Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d. Disturb any human remains, including those interred outside of formal cemeteries?		X		

Impact Discussion:

Rincon Consultants, Inc. (Rincon) prepared a Phase I Archaeological Study for the Cox Bungalows Senior Apartments project dated August 2018. On August 14, 2018, Rudy Dinarte, an archaeologist with Rincon, conducted a field survey at the project site to identify any archaeological resources. Mr. Dinarte examined all the project site's exposed ground surface for prehistoric artifacts, soil discoloration that might indicate the presence of a cultural midden, and historical debris, and found no evidence of historic archaeological resources within the project site boundaries.

On August 8, 2018, Rincon conducted a records search to identify previously recorded cultural resources (prehistoric or historic), and any previously conducted cultural resources work within a half mile radius of the project site and within the project site itself. Rincon did not identify any previously recorded cultural resources.

Dustin Merrick, an archaeologist with Rincon, sent a letter to the Native American Heritage Commission on August 7, 2018 requesting information regarding any known Native American Cultural Resources within the project area, and has not received any response. Mr. Merrick also sent letters to local Native American contacts on August 2, 2018, requesting information on any known archaeological artifacts, and has not received any response.

Impact Discussion:

a. Based on the record search performed as part of the Phase 1 Archaeological Study, no previously recorded prehistoric or historic cultural resources exist within the boundaries of the project site. *Therefore, proposed improvements or modifications within the project area would not result in adverse impacts on known cultural resources. The project will include mitigation measures to ensure that any unearthed historical resources will not be disturbed or that impacts would be less than significant.*

b. The Phase 1 Archeological Study prepared for the Cox Bungalows Senior Apartments project determined that no known Native American resources have been recorded within the boundary of the project area. No artifacts have been identified or recovered from the project vicinity. However, ground disturbance associated with construction could uncover previously unknown buried archeological deposits. As such, a standard discovery clause would be required as a condition of approval in the Planned Development permit for the project. In the event that unknown archaeological artifacts are encountered during grading, the discovery clause will require construction activity to cease until the resource can be evaluated by a qualified archaeologist and an appropriate plan for preservation of the resource can be developed. *Including this standard condition of approval will ensure that any impacts to archaeological resources would be less than significant.*

c. There are no known paleontological resources, site features, or unique geologic features at the site that might be disturbed at this location. The Planned Development permit will include a mitigation measure stipulating that work will halt if any archaeological resources are discovered. *Including this standard condition of approval will ensure that any impacts to a unique paleontological resource or site, or unique geologic feature would be less than significant.*

d. There are no known human remains at the site, including those interred outside of fonnal cemeteries. In the event of an accidental discovery or recognition of any human remains, California State Health and Safety Code Section 7050.5 stipulates that no further disturbances shall occur untilthe County Coroner has made the necessary findings regarding their origin and disposition per CEQA regulations and Public Resources Code Section 5097.98. The project will include a mitigation measure describing State Health and Safety Code Section 7050.5, which stipulates the process to be followed when human remains are encountered. *Including this mitigation measure will ensure that if any human remains are discovered, any potential disturbance of them will remain at a less than significant level.*

Mitigation Measure(s) incorporated into the project:

CUL-1 Unanticipated Discovery of Archaeological Resources
If archaeological resources are encountered during ground-disturbing activities, work in the immediate area should be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) should be

contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work, such as data recovery excavation, may be warranted to mitigate any significant impacts to historical resources.

CUL-2 Unanticipated Discovery of Human Remains

The discovery of human remains is always a possibility during ground-disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner determines origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access.

6. GEOLOGY AND SOILS

Would the project: a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priofo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii. Strong seismic ground shaking?			X	
iii. Seismic-related ground failure, including liquefaction?			X	
iv. Landslides?			X	
b. Result in substantial soil erosion or the loss of topsoil?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-8 of the most recent Uniform Building *Code* {1994), creating substantial risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

Impact **Discussion:**

a, c. *Earthquake Faults.* According to Figure SE-2 of the City's General Plan Safety Element, the project site is located approximately one mile west of the Santa Maria Fault. Based on Table SE-1 -Active and Potentially Active Faults Central California Coast Area, the Santa Maria Fault has a Potentially *Active* status. This fault does not qualify for Earthquake Fault Zone status under the Alquist-Priolo Earthquake Fault Zoning Act (Department of Conservation 2015).

Groundshaking. The City is divided into two seismic zones: Zone A which is underlain by Holocene age alluvium and Zone B which is underlain by Pleistocene age non-marine terrace deposits. Zone A has the greatest groundshaking potential. The project site is located in Zone A.

Landslides. According to Figure SE-2 of the City's General Plan Safety Element, the project site does not contain steep slopes or escarpments which could present landslide hazards in the area.

Liquefaction. Liquefaction potential is generally low in the City due to the relatively deep groundwater levels that are ordinarily over 70 feet below the ground surface. According to Figure SE-2 of the City's General Plan Safety Element, the project site is not located in an area with perched groundwater which could cause liquefaction during an earthquake.

Subsidence. Due the absence of reported problems, there is low risk of subsidence in the City of Santa Maria and, therefore, on the project site.

Expansive Soils. According to Figure SE-2 of the City's General Plan Safety Element, the project site is not located in an area with expansive soils.

The City of Santa Maria uses the standards in the California Building Code (CBC) to establish foundation and design requirements for buildings to withstand the magnitude of earthquakes that occur in the area. The project would be required to comply with the CBC and would be developed in compliance with all other applicable local, state, and federal building code and construction standards. Therefore, the project would not result in exposure of people or structures to potential substantial adverse effects or instability associated with geologic conditions in the area. Impacts would be less than significant.

b. According to Figure SE-2 of the City's General Plan Safety Element, there are no steep slopes in the project area. Impacts related to erosion would be less than significant The project scope would result in less than significant impacts associated with earth moving and grading over an extended timeframe. Substantial loss of topsoil would not occur.

d. According to Figure SE-2 of the City's General Plan Safety Element, the project site is not located in an area with expansive soils and future development on the site would be required to comply with the most recent Uniform Building Code standards. Therefore, impacts associated with expansive soils would be less than significant

e. The proposed development would be connected to the City's existing sewer system for wastewater disposal. Therefore, the project would not result in any impacts related to the exposure of people or structures to potential substantial adverse effects associated with soils that are incapable of supporting septic tanks and alternative wastewater disposal systems.

Mitigation Measure(s) incorporated into the project None required

7. GREENHOUSE **GAS EMISSIONS**

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

Project implementation would *Generate Greenhouse* Gas (GHG) emissions through the burning of fossil fuels or other emissions of GHGs, thereby contributing to cumulative impacts associated with climate change. The following summarizes the regulatory framework related to climate change.

California's major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the *California Global Warming Solutions Act of 2006,* signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15% reduction below 2005 emission levels; the same requirement as under S-3-05), and requires ARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. AB 32 also requires that ARB adopt regulations to require reporting and verification of statewide GHG emissions. On September 8, 2016, the governor signed Senate Bill 32 (SB 32) into law. SB 32 extends GHG reduction goals beyond the initial target year of 2020 in AB 32, directing ARB *to* ensure that GHGs are reduced to 40% below the 1990 level by 2030.

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change. Therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. *Cumulatively considerable* means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064(h)(1)).

The significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds or consistency with a regional GHG reduction plan (such as a Climate Action Plan). On June 2, 2015, Santa Barbara County adopted an *Energy and Climate Action Plan* (ECAP), which serves as a Qualified GHG Reduction Strategy for Santa Barbara County, consistent with the CEQA Guidelines. The ECAP outlines a programmatic approach to review new development. Any project-specific environmental document that relies on the ECAP for its cumulative impacts analysis must identify specific *Emission Reduction Measures* (ERMs) applicable to the project and demonstrate the project's incorporation of the measures. Most of these measures are intended to minimize vehicle miles traveled and to reduce energy consumption. In addition, the ECAP includes a checklist to assist project applicants and local agency staff in determining whether a proposed project is within.substantial compliance with the ECAP (Appendix F, ECAP Consistency Checklist Template). The City of Santa Maria has not adopted a Climate Action Plan, but reviews all projects in the context of the strategies and ERMs that are becoming standard practice as awareness of climate change increases and the techniques to help reduce GHG emissions become more widely available and acceptable. The project's implementation of applicable ERMs would represent consistency with the ECAP strategies and the project's contribution to cumulative impacts related to GHG emissions and climate change would be not be cumulatively considerable.

Although the impact analysis does not rely upon quantified estimates of GHG emissions from the project, the CEQA Guidelines state that a "...lead agency should make a good-faith effort...to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project" (Section15064.4(a}). For that purpose, calculations of CO2, CH4, and N2O emissions are provided to identify the amount of GHG emissions produced by the project. The analysis focuses on CO2, CH4, and N2O because these comprise 98.9 percent of all GHG emissions by volume (IPCC 2007) and are the GHG emissions that the project would emit in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF6, were also considered for the analysis. However, because the project is a residential use, the quantity of fluorinated gases would not be significant because fluorinated gases are primarily associated with industrial processes. Emissions of all GHGs are converted into their equivalent weight in CO2 (CO2e). Minimal amounts of other main GHGs (such as chlorofluorocarbons [CFCs]) would be emitted, but these other GHG emissions would not substantially add to the calculated CO2e amounts. Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) CEQA and Climate Change white paper (January 2008) and include the use of the California Climate Action Registry (CCAR) General Reporting Protocol {January 2009).

GHG emissions associated with the proposed project were calculated using CalEEMod (refer to Appendix A for modeling assumptions and results).

Impact Discussion:

a-b. GHG emissions associated with project construction and operations are discussed below.

Construction Emissions. Construction of the project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. For the project, site grading would involve balanced quantities of cut and fill material. Emissions associated with the construction period were estimated based on the CalEEMod default for the construction schedule and equipment used during project construction. Table 7 shows the estimates of the total annual construction emissions associated with the proposed development

Table 7
Estimated Construction Emissions of Greenhouse Gases

	Annual Emissions (Carbon Dioxide Equivalent (C02e)
Total Estimated Construction Emissions	**249MT**
Amortized over 50 years	5 MT/year

See *Appendix A for CalEEMod Resu/1s.*

As shown in Table 7, construction activity associated with the project would generate an estimated 249 metric tons of CO2e. Construction-related emissions for residential projects have been amortized over a 50-year period (the assumed life of the project). Amortized over a 50-year period, construction of the proposed project would generate a total annual average of 5 MT of CO2e per year.

On-Site Operational Emissions. Operational emissions from project development were also estimated using CalEEMod (see Appendix A for calculations). Operationarimpacts include emissions from energy and natural gas; area sources including consumer products

landscape maintenance, and architectural coatings; waste generations; water and wastewater usage; and mobile combustion.

Direct Emissions from Mobile Combustion. Emissions from vehicles driving to and from the site were based on the trip rates for Land Use 251, Senior Adult Housing- Detached, in the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th ed. Vol. 2: Data) and infonnation from the City Public Works Department indicating that the proposed senior housing is forecast to generate 110 Average Daily Trips (ADT), with eight P.M. peak hour trips, on the weekdays. These sources also indicated that the project would generate 82 ADT on Saturdays and 70 ADT on Sundays. Emissions of CO2 and CH.i from transportation sources were quantified using CalEEMod. Because CalEEMod does not calculate N2O emissions from mobile sources, N2O emissions were quantified using the California Climate Action Registry General Reporting Protocol (January 2009) direct emissions factors for mobile combustion (refer to Appendix A for calculations). Emission rates for N2O emissions were based on the vehicle mix output generated by CalEEMod and the emission factors found in the California Climate Action Registry General Reporting Protocol.

Combined Annual Construction. Operational, and Mobile GHG Emissions. As described above, emissions associated with construction activity (approximately 249 metric tons CO2e) are amortized over 50 years (the anticipated lifetime of the project). Table 8 combines the construction and operational GHG emissions associated with development for the project.

Table 8
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (MT COze)
Construction	5
Operational	
Area	0.4
Energy	65.5
Solid Waste	6.9
Water	**7.0**
Mobile	
From CO2 and CH4	111.2
From N20	**5.8**
Total	**201.8**

Sources: See Appendix A for calculations and for GHG emission factor assumptions.

The City of Santa Maria does not have an adopted GHG reduction strategy or Climate Action Plan, or quantitative thresholds to evaluate the GHG emissions from the project.

The County of Santa Barbara adopted the ECAP for the County of Santa Barbara in May 2015 (County of Santa Barbara 2015). This plan applies to unincorporated areas of Santa Barbara County and not incorporated cities such as Santa Maria. The Santa Barbara County Association of Governments (SBCAG) has incorporated a sustainabfe community strategy into its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is designed to help the region achieve its SB 375 GHG emissions reduction target. The SBCAG 2040 RTP/SCS demonstrates that the SBCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years. The RTP/SCS sets forth goals to establish the guiding principles for the RTP and a framework for decision-making, with a subset of related objectives to identify what needs to be accomplished to reach the goals. Goal 3, Equity, of the RTP/SCS is to "Assure that the transportation and housing needs

of all socio-economic groups are adequately served." The project would create additional senior citizen housing opportunities within the City ensuring that all communities, especially disadvantaged, low-income, and minority communities are equitably served in the City, consistent with Goal 3 of the RTP/SCS.

In addition, the project would be required to comply with existing State regulations, which include increased energy conservation measures and other actions adopted to achieve the overall GHG emissions reduction goals identified in AB 32 and SB 32. The project would be consistent with goals in the SBCAG 2040 RTP/SCS and would not conflict with any State regulations intended to reduce GHG emissions statewide. Therefore, the project would be consistent with applicable plans and programs designed to reduce GHG emission and impacts would be less than significant.

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

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	

Would the project:				
h. Expose people or structures to a significant risk of loss, injury or death involving wild!and fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Impact Discussion:

a-b. In the City of Santa Maria, the use and storage of hazardous materials is primarily regulated by the Uniform Fire Code. Transport of hazardous materials and waste on public streets is primarily regulated by the California Vehicle Code and the City's Municipal Code. Storage and disposal of hazardous wastes is primarily regulated by the Santa Barbara County Environmental Health Services Division (EHS) through their Hazardous Waste Generator Program as authorized by the State Health and Safety Code.

The project involves development of senior citizen residential uses, which are not likely to involve use, transport, and disposal of hazardous materials, and would be required to comply with all applicable local and State health and safety regulations and procedural requirements. Additionally, there are no foreseeable accident conditions that would result in a significant impact due to the release of hazardous materials into the environment. Therefore, potential hazard and safety impacts resulting from the transport and handling of hazardous materials would be less than significant.

c. The project site is located approximately 0.2 mile north of the nearest school, Calvin C Oakley Elementary School located at 1120 West Harding Avenue. However, the project does not involve development of any uses or operations that would result in the emission of hazardous materials. Therefore, the project would not emit hazardous materials within one-quarter mile of an existing or proposed school, resulting in a less than significant impact.

d. According to California Department of Toxic Substances Control's Hazardous Waste and Substances Site List (Cortese List), the project site has not been identified as a hazardous materials site pursuant to Government Code Section 65962.5. Therefore, the project would not result in any hazard to the public or the environment associated with identified hazardous materials sites and there would be no impact.

e. The project site is located approximately four miles north of the Santa Maria Public Airport. According to the City's General Plan Safety Element, the Airport Area of Influence is divided into three areas of major concern including, height restrictions, safety, and noise. These areas of concern define three hazard zones around the airport. According to Figure SE-6 and Figure SE-7 the Safety Element, the project site is located outside of the airport hazard and safety zones. Additionally, the project would be developed in accordance with all City design standards and safety requirements, with proposed single-story structures, setbacks ranging from 5 to 20 feet, and within the allowable density of 30 dwelling units per acre for Senior Citizen Housing in the HDR-22 land use category. The proposed project is located outside of all airport hazard and safety zones and the building height and design of the proposed project would not obstruct airport operations. Therefore, there would be no safety hazard associated with the Santa Maria Public Airport for people residing or working in the project area. Impacts related to airport hazards would be less than significant

f. The project site is not located in the vicinity of a private airstrip. Therefore, the project would not result in a safety hazard for people residing or working in the project area and there would be no impact.

g. Vehicular access for the project would be provided from a driveway along West Cox Lane. The proposed driveway would be less than 150 feet in length. The City of Santa Maria Fire Department does not require residential developments of one-or two-family dwellings with 30 or less units to provide a secondary emergency access road and dead-end access driveways less than 150 feet in length do not require approved turn-arounds for fire apparatus, pursuant to 2016 California Fire Code. Pursuant to the Santa Maria Municipal Code, the minimum clear width of the access driveway must be at least 26 feet. Compliance with these requirements would ensure that access to and evacuation from the site is not impaired in the event of an emergency. The project does not include any other characteristics or physical features that would impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. All access and circulation routes would be in compliance with local and State safety regulations. Therefore, this impact would be less than significant.

h. The project site is not adjacent to a wildland area or characterized as residential uses intermixed with wildland areas. Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. No impact would occur.

Mitigation Measure(s} incorporated into the project: None required

9. HYDROLOGY AND WATER QUALITY

Would the project:				
a. Violate any .water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted}?				X
C. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	

Would the project:				
f. Otherwise substantially degrade water quality?				X
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j. Inundation by seiche, tsunami, or mudflow?				X

Impact Discussion:

a. Full development of the site including grading and construction would comply with the adopted standards contained within the City of Santa Maria's Municipal Code, Section 8-12 (wastewater) and 8-12A {stormwater). Section 8-12A.04 also incorporates the *Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region* (Central Coast Regional Water Quality Control Board, Resolution No. R3-2013-0032). By incorporating these design provisions, and permit review and approval procedures by the City, the project would not violate water quality standards and waste discharge requirements. This impact would be less than significant.

b. The City would provide water service to the proposed development, as discussed in Section 17.d. Groundwater recharge in the Santa *Maria* Groundwater Basin is highly variable depending on rainfall, and occurs from river and stream underflow and from percolation through agricultural fields and open lands. Within the metropolitan area, stormwater is collected in a series of channels and directed to groundwater recharge basins. Development of the project site would not alter the existing City recharge systems or substantially change groundwater infiltration within the basin. There would be no impact on groundwater supplies or levels.

c. Stormwater from the project site collects in existing surface drains along West Cox Lane and reaches the adjacent flood control channel through overland flow. This general pattern of drainage would be retained by the project design. As required by the City Municipal Code (Chapter 8-12A) and the Central Coast Regional Water Quality Control Board, the project would incorporate Low Impact Development (LID) features and drainage controls to maintain post-development peak flows that do not exceed pre-project peak flows. A community garden and pervious, landscaped areas would be maintained to retain and infiltrate runoff up to a specified storm limit (1.4" in 24 hours) and the project would meet other stormwater design requirements. A Storm Water Control Plan must also be prepared for the project to demonstrate compliance with the applicable requirements, and the plan must be approved by the City Utilities Department as part of the grading and building plan review and approval process. Implementation of these requirements would avoid potential effects related to erosion or siltation.

d. The project site is generally flat and developed with an existing residence, accessory structures, driveways, and hardscapes. The proposed development would not require a substantial amount of grading or reconfiguration of the existing drainage pattern of the site to accommodate the proposed development. The project would also include pervious surfaces, including a community garden, throughout the senior housing complex. The project would not substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. This impact would be less than significant.

e. The project would be required by the City and the Regional Water Quality Control Board stonnwater management regulations to provide on-site retardation facilities designed to accommodate the increased drainage waster flor of a 25 year storm event. Provision of these facilities in the project would avoid creation or contribution of runoff water which would exceed the capacity of stormwater drainage systems or provide substantial additional sources of polluted runoff. This impact would be less than significant.

f. There are no unique pollutant sources or other aspects of the project that would adversely affect water quality. There would be no impact related to this issue.

g, h. Flood hazard areas are determined by the *Federal Emergency Management Agency* (FEMA), and are shown on *Flood Insurance Rate Map* (FIRMs). Flood hazard areas include land that would be inundated by the flood event having a one percent chance of being equaled or exceeded in any given year (i.e. a 100-year flood). According to FIRM Panel 06083C0180F, effective September 30, 2005, the project site is located in Zone X, outside of the 0.2 percent annual chance floodplain (500-year flood). The project would not place any structures or housing within a 100-year floodplain, and would not affect the floodplain elevation offsite. There would be no impact related to this issue.

i. Twitchell Dam is the closest potential source of dam inundation in the City of Santa Maria, located approximately 7.5 miles east of the project site. Twitchell Dam is not used for perennial water storage. The dam was constructed by the Bureau of Reclamation in 1958, and is primarily used for groundwater recharge and flood control. Based on the San Luis Obispo County *Dam and Levee Failure Evacuation Plan* (San Luis Obispo County February 2016:127), the project site is approximately 1.6 miles from the nearest point along the Santa Maria River that would be subject to inundation in the event of dam failure. Therefore, the project would not result in exposure of people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. This impact would be less than significant

j. The project area is approximately 11 miles from the Pacific Ocean. There is no danger of inundation by a seiche or tsunami. According to Figure SE-2 (Geologic Hazards Map) of the City's General Plan Safety Element, there are also no steep slopes within the project area. There would be no impact related to inundation by seiche, tsunami, or mudflow.

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

10. LAND USE AND PLANNING

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

The project would require amendments to the City of Santa Maria General Plan and Zoning Code to change the land use category from the existing Low Density Residential (LDR-5) to High Density Residential (HDR-22) and the zoning from Single Family Residential (R-1) to High Density Residential with a Planned Development overlay (PD/R-3). The proposed HDR-22 land use category allows for a density of 22 units per acre. However, the City's General Plan Land Use Element specifies that Senior Citizen Housing may also be permitted to a maximum density of 30 dwelling units per acre. Because the project would result in a density of approximately 23 units per acre (30 units/1.3 acres), the project would also be subject to Section 12-8.18 of the Zoning Code, which provides additional development standards for senior citizen housing projects exceeding 22 units per acre. Section 12-8.18 of the Zoning Code requires that (1) the minimum building site be 0.5 acre; (2) the average unit not be larger than 800 square feet; (3) deed restrictions be recorded to ensure the project is developed and maintained as a senior citizen housing facility for the life of the project; and (4) Planning Commission consideration of whether the project is conveniently located to medical and commercial services, public or private transportation systems or a combination thereof are available to the residents of the project, and whether the project is located near park facilities.

Impact Discussion:

a-b. The project would result in development of residential uses in an area of the City that is planned and zoned for residential development. Additionally, consistent with the requirements of Section 12-8.18 of the City's Zoning Code, the project would be developed on 1.3 acres with units of approximately 550 square feet in size, would be developed and maintained for senior citizen housing and services available to persons 62 years and older, and would have on-site as well as transportation to off-site medical and commercial services and nearby park facilities. Therefore, the project would not conflict with any local programs, plans, or ordinances, or divide an established community. Impacts would be less than significant.

c. There are no adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans in effect on the project site. Therefore, there would be no impact.

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

11. 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 and the residents of the state?			X	
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

Impact Discussion:

a-b. Within the City of Santa Maria, the primary resources suitable for mining and conservation are sand, rock, and oil (City of Santa Maria's Resources Management Element of the General Plan, 2001). The Santa Maria River channel is considered to be a valuable mineral resource for sand and rock. The project site is approximately 1.6 miles southwest of the Santa Maria River. The project site is also located outside the City-designated Areas *of* Operational, Existing, or Abandoned Oil Facilities. According to Figure RME-4 of the City's General Plan Resource Management Element, the project site is located in Mineral Resource Zone 2 (MRZ-2). This zone is designated for areas where adequate information indicates that significant mineral deposits are present or areas with a high likelihood of mineral deposits existing. However, the project includes redevelopment of an existing residential site with new residential uses and the design and construction methods for the project would not preclude any future opportunity to extract any mineral resources from the project site. As such, the project would not result in the loss of availability of a valuable known mineral resource or locally important mineral resource recovery site. Impacts would be less than significant.

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

12. **NOISE**

Would the project result In:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Exposure of persons to or generation of excessive groundborne vibration or groundbome noise levels?			X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

Would the project result in:				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Community noise levels are typically measured in terms of A-weighted decibel {dBA). A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Equivalent noise level (Leq) is the average noise level on an energy basis for a specific time period. The duration of noise and the time of day at which it occurs are important factors in determining the impact of noise on communities. The Community Noise Equivalent Level (CNEL) and Day-Night Average Level (Ldn) account for the time of day and duration of noise generation. These indices are time-weighted average values equal to the amount of acoustic energy equivalent to a time-varying sound over a 24-hour period.

Regulatory Setting. The City of Santa Maria General Plan Noise Element includes noise compatibility standards for noise exposure by land use. These include interior and exterior noise standards as shown in Table 9.

Table 9
Interior **and Exterior Noise Standards**

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

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

Impact Discussion:

a-d. The project site is located in a residential area and is currently developed with residential uses. The project would result in redevelopment of the site for senior citizen housing, while retaining the existing solid masonry wall that surrounds the site. Construction of the project may generate noise and groundbome vibration associated with construction equipment and vehicle use. However, construction would be temporary and on typical work days and within typical daytime hours. Operation of the project would not generate a substantial increase in ambient noise levels. Although operations would generate additional traffic in the City, noise increases from increased traffic would be dispersed throughout the day and would be

minimal. Therefore, the project would not result in temporary or permanent increases in groundborne vibration or noise which would result in exposure of persons to noise or vibration in excess of City standards. Impacts would be less than significant.

e. The project includes development of senior citizen residential uses. As specified in Table 9, the maximum interior and exterior noise standards for residential and other noise-sensitive uses are 45 dB CNEL and 60 dB CNEL, respectively. The project site is located outside of the 2010 60 CNEL noise contour as identified by General Plan Noise Element Figure N-2 and the Santa Barbara County Airport Land Use Plan. Therefore, the project would not expose people working in the project area to airport-related noise levels in excess of City standards. Impacts would be less than significant.

f. The project site is not located within the vicinity of a private airstrip. Therefore, there would be no impact.

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

13. POPULATION AND HOUSING

Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly {for example, through extension of roads or other infrastructure)?			X	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	

Impact Discussion:

a-c. The Santa Barbara County Association of Governments (SBCAG) Regional Growth Forecast 2010-2040 presents forecasts of population and employment between 2010 and 2040 for the City of Santa Maria. The Regional Growth Forecast estimates that the population of the City of Santa Maria will grow by 41,540 persons between 2010 and 2040 for a total population of 141,529 by 2040. The current estimated population of the City of Santa Maria is 108,470 (California Department of Finance [OOF] 2018).

The project would involve the construction of 30 new senior citizen residences. As such, the project would add approximately 30 to 45 new residents to the City for a total population of up to 108,515. Therefore, development of the project would not add population beyond that anticipated in the SBCAG Regional Growth Forecast. The addition of 30 to 45 new residents to the City would equate to less than 0.1% of the total projected cumulative population growth through 2040. The level of population growth associated with the project is anticipated in City's long-term population forecasts and would not cumulatively exceed official regional population projections.

The project site is currently developed with one single-family residence and associated workers quarters. Due to minimal density of residential development currently on the site, replacement of such development would not result in displacement of a substantial number of housing units or people. Therefore, impacts to population and housing would be less than significant.

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

14. PUBLIC SERVICES

Would the project: a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?			X	
ii. Police orotection?			X	
iii. Schools?				X
iv. Parks?			X	
v. Other oublic facilities?			X	

The project area is served by the following public services and facilities:

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

The project site is currently developed with one residence and associated workers quarters. According to *Department of Housing* (DOH) January 1, 2018, population and housing estimates, there are an estimated 3.73 persons per household in the City. At this rate and with assumed single-occupancy of each of the two workers quarters on the project site, approximately six people currently occupy the project site. Senior citizen housing typically accommodates one to two people per household. As a result, the 30 senior citizen housing units proposed for the project would accommodate 30 to 45 people on the site, increasing the City's population by up to 39 people.

Impact Discussion:

i-ii. The increase in the City's population as a result of the project would result in an incremental increase in demand for City fire and police protection services. However, the changes in demand would not require any changes to fire services and facilities that serve the property. Impacts associated with the provision offire and police protection and facilities would be less than significant.

iii. The proposed apartment units would be available to senior residents 62 years and older, with one unit reserved for an on-site manager. Therefore, the project woufd not generate school-aged children or otherwise result in any effects to focal public school facilities· or services.

iv-v. The increase in the City's population as a result of the project would result in an incremental increase use of nearby City parks or other recreational facilities. However, the project would include a network of walking paths and a centrally located community clubhouse which would offer a variety of passive and active activities for residents. Therefore, the increase in use of City parks and recreational facilities would be minimal and the project would not result in the need for new or altered City park facilities. Impacts would be less than significant.

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

15. RECREATION

Would the project:				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Impact Discussion:

a-b. The project would increase the City of Santa Maria population by up to 39 people incrementally increasing demand on local parks and recreational facilities. The proposed senior housing complex would provide active and passive recreational opportunities on the project site by providing a 1,100 sf community center as well as walking paths and a community garden. The onsite facilities would alleviate the incremental increase in demand on local parks and recreational facilities. Therefore, the project would result in less than significant impacts associated with the physical deterioration of existing neighborhood and regional parks or the need for construction or expansion of recreational facilities in the City.

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

16. TRANSPORTATfON/TRAFFIC

Would the project:				
a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b. Exceeds, either individually, or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e. Result in inadequate emergency access?			X	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

Impact Discussion:

a. Based on the trip rates for Land Use 251, Senior Adult Housing - Detached, in the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th ed. Vol. 2: Data) and information from the City Public Works Department, the proposed senior housing is forecast to generate 110 Average Daily Trips (ADT), with eight P.M. peak hour trips, on the weekdays. The project would generate 82 ADT on Saturdays and 70 ADT on Sundays. This increase in traffic was determined by the City Public Works Department not to be substantial in relation to the existing traffic load and capacity of the street system such that it would cause adverse impacts to the City's transportation and circulation system. This impact would be less than significant.

b. The Santa Barbara County Association of Governments (SBCAG), acting as the Congestion Management Agency for the region, published its niost recent version of a Congestion Management Program (CMP) on October 20, 2016. This document establishes vision statements for the CMP using the goals and objectives established in the SBCAG 2040 RTP/SCS as guiding principles, defines the roadway facilities that are covered by the CMP, describes the adopted LOS standard for the CMP network facilities, summarizes the performance measures that are used to assess progress toward achievement of the regional congestion management objectives, summarizes alternative transportation methods promoted by SBCAG Traffic Solutions and efforts being made by SBCAG and member jurisdictions to improve the balance between jobs and housing, includes a program to analyze the impacts of land use decisions to the regional road system, and provides a package of projects developed to address congestion and mobility issues.

Several roadways within Santa Maria are part of the regional CMP network, including the following roadways potentially affected by the proposed project (SBCAG 2016: Map 3.3):

- W. Donovan Road
- N. Blosser Road
- State Route 135
- U.S. Highway 101

The evaluation techniques and standards used to assess the effects of a project on roadways addressed in the CMP are similar to the LOS standards and methods used by the City of Santa Maria, but they are not identical. As part of the CMP implementation, SBCAG compiles an annual conformance assessment based on P.M. peak hour intersection counts and LOS data submitted by the City and other member agencies. When an intersection or segment falls below LOS E (after exclusion of certain trip types according to the CMP statutes such as, inter-regional trips, trips resulting from a construction project, ramp metering, and trips generated from high-density housing or mixed-use land development located in close proximity to transit) based on a CMP analysis, the City must prepare a deficiency plan or risk being found in *non-conformance* with the CMP requirements. If found in *non-conformance,* the City would be at risk of losing gas tax funds appropriated to them under Section 2105 of the Street and Highway Code (see SBCAG 2009:page 16-17). A set of traffic impact thresholds has been developed to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the CMP roadway system. The CMP considers LOS D acceptable for CMP roadways and intersections, with deficiency plans required when operations degrade to LOS E or F. The project would not contribute to a substantial increase in traffic on area roadways and, therefore, would not contribute to unacceptable LOS at CMP roadways and intersections. This impact would be less than significant.

c. The project site is not located within the Airport Area of Influence of the Santa Maria Public Airport or any other airport. As such, the project would not affect airport operations, and would have no direct or indirect effects on air traffic. There would be no impact.

d. The project would not result in any sharp curves, dangerous intersections, or incompatible uses that would result in roadway hazards on or in the vicinity of the site. This impact would be less than significant.

e. The proposed development would utilize the existing access points to the project site, with a centrally located parking area internal to the site. The project access and circulation would be designed to comply with all safety and street improvement standards in the City's Municipal Code. As such, the project would not result in inadequate emergency access and this impact would be less than significant.

f. The project would not result in a substantial increase in traffic on local public transit, bicycle, or pedestrian facilities. *Community Partners in Caring* (CPC), a local non-profit organization, offers free, volunteer-provided, door-to-door transportation to seniors in the City of Santa Maria. CPC services are provided 24 hours a day seven days a week, dependent upon volunteer availability, to seniors 62 years and older. *Santa Maria Organization of Transportation Helpers* (SMOOTH), another local non-profit organization, offers curb-to-curb transportation in the City of Santa Maria and to the City of Orcutt for residents of Santa Maria who are 60 years and older. SMOOTH services are available from 9 a.m. to 4 p.m. Monday through Friday. *Santa Maria* Area *Transit* (SMAI) also offers curb-to-curb transportation service for individuals with disabilities through SMAT's ADA Bus Service by reservation. With access to these or similar services, residents of the project would have a minimal effect on public multimodal facilities and services in the City. Therefore, the project would not conflict

with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities and this impact would be less than significant.

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

17. UTILITIES AND SERVICE SYSTEMS

Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			**X**	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			**X**	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			**X**	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			**X**	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			**X**	

Impact Discussion:

a. The City would provide wastewater treatment services for the project. The applicant must comply with all provisions of Chapter 12 of the City Code (Wastewater Collection, Treatment and Disposal) and any wastewater discharged to the City system must not interfere with the functioning of the City wastewater treatment plant and compliance with its discharge requirements. The proposed residential uses would be a "Class I" use (Section 8-12.104(a)(14)). Paragraph e. below provides more information related to the City's wastewater treatment capacity. The proposed residential uses are consistent with the land use assumptions upon which the City system is designed, and the project would not exceed the treatment processes or capacity of the wastewater treatment plant. Therefore, the impact related to wastewater treatment requirements would be less than significant.

c. Stormwater runoff from the project would be directed to the adjacent flood control channel, owned and maintained by the Santa Barbara County Flood Control and Water Conservation District. The City is covered by the State Water Resources Control Board Order No. 2013-0001-DWQ, National Pollutant Discharge Elimination System {NPDES) General Permit No.

CAS000004. The City Municipal Code includes Chapter 8-12A (Storm Water Runoff Pollution Prevention) as part of meeting the state requirements. Section 8-12A.04 prohibits stormwater discharges unless they are in conformance with the statewide General Permit and with the specific requirements of the *Regional Water Quality Control Board* (RWQCB) Resolution No. R3-2013-0032 *Post-Construction Stormwater Management Requirements for Development Projects in the Central* Coast *Region.* The stormwater improvements to detain and biologically treat stormwater prior to its discharge (discussed in Section 9.c above) would all be on-site. No offsite drainage improvements or modifications would be necessary. Therefore, this impact would be less than significant.

b, d. The City Utilities Department owns and operates the domestic water system for the City. Domestic water usage is typically generated by resident and employee consumption {e.g., restroom facilities, typical landscape maintenance). According to the City's Urban Water Management Plan {UWMP}, the average per capita water use rate for the City in 2015 was 108 *gallons per capita per day* (GPCD). Based on this rate, the 39 new City residents generated by the project would result in total increased water use demand in the City by 4,212 gallons per day or 4.7 *acre-feet per year* {AFY). The UWMP projects total water demand in 2040 to be 18,714 AFY, and total water supply to be49,418 AFY during a normal water year, 27,986 AFY under a single-dry year, and 33,867 AFY under multiple-dry years. As such, UWMP finds that projected future water demands in the City can be met under normal, single-dry year, and multiple-dry years. With the project demand of 4.7 AFY, total City water demand would be approximately 18,719 AFY in 2040. Therefore, the projected future water supply during normal and dry years would meet the demands of the project from existing entitlements and resources. This impact would be less than significant.

b, e. The City Utilities Department owns and operates the wastewater system for the City. Currently, the City disposes of all of its treated wastewater through percolation ponds under its Waste Discharge Requirements permit. According to the City's UWMP (City of Santa Maria 2016}, the per capita wastewater generation for the City service area is approximately 80 *gallons per day* (GPO). Wrth a maximum population of 45 new residents, wastewater generation would be 3,600 GPO for the proposed project. Based on the projected population in the City and this wastewater generation rate, the City has determined that the current method and facilities for wastewater disposal will continue to be used and will be adequate for future wastewater demands. Therefore, the City has sufficient wastewater treatment capacity and facilities available to serve the project from existing resources. This impact would be less than significant.

f-g. The City of Santa Maria currently disposes of solid waste at the Santa Maria Regional Landfill and has planned, permitted, and initiated development of a new landfill in the City-the Santa Maria Integrated Waste Management Facility (Los Flores Ranch Landfill; Facility No. 42-AA-0076). The new facility will have a design capacity of approximately 131 million cubic yards of waste with an estimated closure date of 2015. The permit for the new facility is consistent with the Santa Barbara County Integrated Waste Management Plan, which was approved by the *California Department of Resource Recycling and Recovery* (CalRecycle) on October 18. 2011, as well as the standards adopted by the CalRecycle, pursuant to *Public Resources · Code* (PRC) 44010. In addition, the design and planned operation of the facility is consistent with the State Minimum Standards for Solid Waste Handling and Disposal as determined by the enforcement agency based on review of the January 11, 2011, Joint Technical Document, pursuant to PRC 44009. Furthermore, the new facility must be maintained in compliance with the flammable clearance provisions of Chapter 5 (commencing with Section 4371) of Part 2 of DMsion 4 as enforced by Santa Barbara County Fire Department (PRC 44151). The project would rely on the City's solid waste services and facilities and with the development of the new landfill, the proposed development would not result in need for new or expanded solid waste facilities. Additionally, the new facility, as permitted, is consistent

with and would be required to comply with applicable federal, state, and local regulations regarding solid waste. Therefore, impacts associated with solid waste and the need for new or expanded solid waste facilities would be less than significant.

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

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CONSULTATION ANO DATA SOURCES

CONSULTATION SOURCES

-partments Consulted

	Administrative Services
	Attorney
X	Fire
	Library
	City Manager
	Police
X	Public Works
X	Utilities
	Recreation and Parks

County Agencies/Departments Consulted

Air Pollution Control District
Association of Governments
Flood Control District
Environmental Health
Fire (Hazardous Materials)
LAFCO
Public Works
Planning and Development
Other (list)

Special Districts Consulted

8 Santa Maria Public Airport
Airport Land Use Commission
Cemetery
Santa-Maria Bonita School District
Santa Maria Joint Union High School
II Laguna County Sanitation District
C:J Cal Cities Water Company

State/Federal Agencies Consulted

Army Corps of Engineers
Caltrans
CA Fish and Wildlife
Federal Fish and Wildlife
FAA
Regional Water Quality Control Bd.
Integrated Waste Management Bd.
Other (list)

DATA SOURCES

General Plan

X	Land Use Element
X	Circulation Element
X	Safety Element
X	Noise Element
	Housing Element
X	Resources Management Element

Other

X	Agricultural Preserve Maps
X	Archaeological Maps/Reports
X	Architectural Elevations
X	Biology Reports
X	CA Oil and Gas Maps
X	FEMA Maps (Flood)
	Grading Plans
X	Site Plan
X	Topographic Maps
X	Aerial Photos
X	Traffic Studies
X	Trip Generation Manual (ITE)
	URBEMIS Air Quality Model
X	Zoning Maps
X	Other (list) • California Emissions Estimator Model (CalEEMod) v. 2016.3.1

MANDATORY FINDINGS OF SIGNIFICANCE

1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion:

a. Based on the information and analysis provided throughout this Initial Study, implementation of the project would not substantially degrade the quality of the environment and would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or *animal* community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of California history or prehistory. The project's impacts would be less than significant.

b. Current, planned or proposed developments in the City of Santa Maria include commercial and office, residential, and mixed-use development, including various senior housing projects. As described in the discussion of environmental checklist Sections I through XVIII, all environmental issues considered in this Initial Study were found to have either no impact or a less than significant impact. Cumulative impacts of several resource areas have been addressed in the individual resource sections, including Section III, Afr Quality, Section VII, Greenhouse Gas Emissions, Section XII, Noise, Section XVI, Transportation/Circulation, and Section XVIII, Utilities and Service Systems (CEQA Guidelines Section 15064(h}(3}}. These impacts would be less than significant at the project level and cumulatively. Some of the other resource areas were determined to have no impact in comparison to existing conditions and therefore would not contribute to cumulative impacts, such as Population and Housing, Public Services, Recreation, Mineral Resources, and Agricultural·Resources. Therefore, the project would not contribute to cumulative impacts related to these issues. Other issues (e.g., Geology/Soils, Hazards and Hazardous Materials) are by their nature project-specific and impacts at one location do not add to impacts at other locations or create additive impacts. Therefore, implementation of the project would result in less than significant environmental impacts.

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

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS

☐ Aesthetics	☐ Land Use and Planning
☐ Agriculture and Forest Resources	☐ Mineral Resources
☐ Air Quality	☐ Noise
☐ Biological Resources	☐ Population and Housing
☐ Cultural Resources	☐ Public Services
☐ Geology and Soils	☐ Recreation
☐ Greenhouse Gas Emissions	☐ Transportation/Traffic
☐ Hazards and Hazardous Materials	☐ Utilities and Service Systems

DETERMINATION

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

Finds that the proposed project is a Class _ **CATEGORICAL EXEMPTION** and no further environmental review is required.

Finds that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION will** be prepared.

_X_ Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

Finds that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

Finds that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to acceptable standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An **ENVIRONMENTAL IMPACT REPORT (EIR)/SUBSEQUENT EIR/SUPPLEMENTAL EIR/AODENDUM** is required, but it must analyze only the effects that remain to be addressed.

Finds that although the proposed project could have a significant effect on the environment, because all significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to acceptable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION,** including revisions or mitigation measures that are imposed upon the

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LOUren Marsiglia, As;,iS\anvnner

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Date

Chúen Ng, Director of Community Development

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Date *U*

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

CITY OF SANTA MARIA
Mitigation Monitoring Program

PROJECT NAME: Cox Bungalows

FILE NUMBERS: GPZ2018-0001, PD2018-0009

Mitigated Negative Declaration for Cox Bungalows

The following environmental mitigation measures were incorporated into the Conditions of Approval for this project in order to mitigate identified environmental impacts. A completed and signed checklist for each mitigation measure indicates that this mitigation measure has been complied with and implemented, and fulfills the City's monitoring requirements with respect to Assembly Bill 3180 (Public Resources Code Section 21081.6).

EXHIBITS

Mitigation Measure! Condition of Approval	**Action** Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance **Verification**		
					Initial	Date	Comments
AIR QUALITY							
AQ-1 Fugitive Dust Control Measures These measures are required for allprojects Involving earthmoving activities regardless of the project size or duration. Proper Implementation of these measures Is assumed to fully mitigate fugitive dust emissions. • The project shall adhere lo the limits on the generation ofvisible fugitive dust emissions at demolition and construction sites established by APCD Rule 345, Control of Fugitive Oust from Construction and Demolition Activities. The rule includes measures for minimizing fugitive dust from on-site activities and rrom trucks moving on- and off-site. Please see www.ourair.org/wp-conten\uploads/rule345.pdf. ▪ During construction, use water trucks or sprinkler systems lo keep areas of vehicle movement damp 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 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption. ▪ Minimize amount of disturbed area and reduce on-site vehicle speeds to 15 miles per hour or less. • Cover, keep moist, or treat imported or exported fill material v.ith soil binders that is stock piled for more than two days to prevent dust generation. Tarp bucks transporting fill material to and from the site at the point of origin. • Install gravel pads at access points to prevent mud tracking onto public roads. • Aller dearing, grading, earth moving or excavation is completed, treat the disturbed	The applicant shall note these requirements shall in the plan specifications, and the City of Santa Maria shall review them for consistency prior lo construction	Prior to issuance of construction permits and throughout construction activities	Daily	City of Santa Maria, Construction Contractor			

Mitigation Measure/ Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
area by watering, re-vegetating, or by spreading soil binders until the area is paved or otherwise developed to prevent dust generation. ▪ 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 dust transport offsite. Their duties shall indude holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to grading/building permit issuance and/or map dearance. Plan Requirements: All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded ¼il h the map. Timing: Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods. • Monitoring: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. lead Agency staff shall ensure compliance on-site. APCD inspectors will respond to nuisance complaints.							
AQ-2 Diesel Particulate and Nitrogen Oxides (NO_x) Emission Reduction The state of California dassifies particulate emissions from diesel exhaust as carcinogenic. During project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the following list of regulatory requirements and control strategies to the maximum extent feasible. These strategies reduce emissions of particulate matter (as well as of ozone precursors) from diesel equipment	Toe applicant shall note these requirements shall in the plan specifications, and the City of Santa Maria shall review	Prior to issuance of construction permits and throughout construction activities	Daily	City of Santa Maria, Construction Contractor			

Mitigation Measure/ Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
The following measures are required by state law: ▪ All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program, or shall obtain an APCD pennll • Fleet owners of mobile construction equipment shall adhere to the California Air Resource Board (CARS) Regulation for In-Use Off-Road Diesel Vehicles (Title 13, California Code of Regulations (CCR), §2449) to reduce nitrogen oxides **(NOx),** diesel particulate matter (DPM), and olher criteria pollutant emissions from In-use off-road diesel-fueled vehlides. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more Infonnation, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htrn. ▪ Fleet owners of mobile construction equipment shall adhere to the CARS Regulation for In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles (Title 13, CCR, §2025) to reduce nitrogen oxides (NOx), diesel particulate matter (DPM), and olher criteria pollutant emissions from in-use (on-road) diesel-fueled vehicles. On-road heavy-duty trucks shall comply wilh the State On-Road Regulation. For more information, see www.arb.ca.gov/msprog/onrdieseVonrdiesel.htm • All commercial off-road and on-road diesel vehicles are subject, respectively, to Trtle 13, CCR, §2449{dX3) and §2485, limiting engine idling time. Idling heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to live minutes; electric all)(lliary power units should be used whenever possible. The following measures are recommended:	them for consistency prior to construction						

Mitigation Measure/ Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
• Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy duty diesel engines should be used to the maximum extent feasible. • On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible. ▪ Electric equipment should replace diesel powered equipment whenever feasible. • Equipmen Vvehides using alternative fuels, such as compressed natural gas (CNG) liquefied natural gas (LNG), propane, or biodiesel should be used on-site where feasible. • Catalytic converters shall be installed on gasoline-powered equipment if feasible. • All construction equipment shall be maintained in tune per the manufacturer's specifications. • The engine size of construction equipment shall be the minimum practical size. • 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 lime. • Construction wort<er trips should be minimized by requiring carpooling and by providing lunch onsile. • Plan Requiremenls: All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded mth the map. To provide proof of compfiance with CARB's Regulation for In-Use Off-Road Diesel Vehides, the contractor/subcontractor shall keep a copy of the CARB Certificate of Compffance onsite and available for inspection. Timing: Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation.							

Mitigation Measure/ **Condition of Approval**	**Action** Required	**When Monitoring to** Occur	**Monitoring** Frequency	Responsible **Agency or Party**	Compliance Verification		
					Initial	Date	Comments
Conditions shall be adhered to throughout all grading and construction periods. • Monitoring: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. Lead Agency staff shall ensure compliance on-site. APCD inspectors will respond to nuisance complaints.							
AQ.3 Heavy-Duty Diesel Truck Idling At all times, heavy-duty diesel truck idling should be minimized; auxiliary power units should be used whenever possible. State law requires that a. Drivers of diesel-fueled commercial vehicles shall not idle the vehicle's primary diesel engine for greater than five minutes at any location. b. Drivers of diesel-fueled commercial vehicles shall not idle a diesel-fueled auxiliary power system (APS) for more than five minutes to power a heater, air conditioner, or *any* ancillary equipment on lhe vehicle. Trucks with 2007 or newer model year engines must meet additional requirements {verified clean APS label required). C. While at a school, the driver must shut down the engine immediately upon anival and leave within 30 seconds of starting the engine. d. See www.am.ca.gov/noidle for more information.	The applicant shall note these requirements shall in the plan specifications, and the City of Santa Maria shall review them for consistency prior to construction	Prior to issuance of construction permits and throughout construction activities	Daily	City of Santa Maria, Construction Contractor			
AQ-4 APCO Authority to Construct Permit Prior lo building permit issuance, APCD Authority to Conslruct permits must be obtained for all equipment that requires an APCD permit The applicant shall provide proof of receipt of the required APCD permits to planning staff. APCD Authority to Construct permits are required for diesel engines rated at 50 bhp and greater (e.g., firewater pumps and emergency standby generators) and boilers/large water heaters whose combined heat input rating exceeds 2.0 million BTUs per hour.	These requirements shall be noted in plan specifications and reviewed for consistency by the CitY of Santa Maria	Prior to issuance of construction permits and throughout construction activities	Once	City of Santa Maria, Construction Contractor			

Mitigation Measure/ Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
Advisories: (1) In the case of a diesel-fired emergency generator, an equipment-specific Health Risk Assessment *may* be required as part of APCD permit issuance. The applicant should refer to APCD's website at w-.w. ourair.org/dice-atcm/ for more Information on diesel engine permitting. (2) The APCD permit process can take several months. To avoid delay, the applicant is encouraged to submit their Authority to Construct permit application to the APCD as soon as possible, see w-.w,.ourair.org/permit-applications/ to download the necessary permit applications.	prior to construction						
AQ..5 Portable Equipment ReglstraUon Program (PERP) Certification All portable diesel-fired construction engines rated at 50 bhp or greater must have either statewide Portable Equipment Registration Program (PERP) certifications or APCD permits prior to grading/building permit issuance. Construction engines ¼ilh PERP certifications are exempt from APCD permit, provided *they* will be on-site for less than 12 months.	These requirements shall be fulfilled and reviewed for consistency by the City of Santa Maria prior to construction	Prior to issuance of construction permits and throughout construction activities	Once	City of Santa Maria, Construction Contractor			
AQ..6 Asbestos Demolition/Renovation Notification The applicant is required to complete and submit an Asbestos Demolition/Renovation Notification or an Exemption from Notification for Renovation and Demofition (APCD Form ENF-28 or APCD Form ENF-28e), which can be downloaded at ww.w.ourair.orglcompliance-formsf for each regulated structure to be demolished or renovated. Demolition notifications are required regardless of whether asbestos is present or nol The completed exemption or notification should be presented, mailed, or emailed to the Santa Barbara County Afr Pollution Control Disbict with a minimum of 10 working days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition. The applicant should visit WW\'1.ou_rll/rnru/ai:beslos/ *to* determine whether the	The applicant shall note these requirements shall in the plan specifications, and the City of Santa Maria shall review them for consistency prior to construction	Prior to issuance of construction permits and throughout construction activities	Once	City of Santa Maria, Construction Contractor			

Mitigation Measure/ Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
project triggers asbestos notification requirements or whether the project qualifies for an exemption.							
AQ.7 Furnaces and Water Heaters Natural gas-fired fan-type central furnaces with a rated heat input capacity of less than 175,000 Btu/hr and water heaters rated belwo 75,000 Btu/hr must comply with the emission limits and certification requirements of APCD Rule 352. Please **see** www.ourair.org/wp-content/uploads/rule352.pdf for more Information. Boilers, water heaters, and process heaters (rated between 75,000 and 2.0 million Btu/hr) must comply with the emission limits and certification requirements of APCD Rule 360. Note: Units fired on fuel(s) other than natural gas sb1l need to be certified under Rule 36/ Please see www.ourair.orofwo. contentluploads/rule360.odf for more information.	These requirements shall be noted in plan specifications and reviewed for consistency **by the City of** Santa Maria prior to construction	Prior to issuance of construction permits and throughout construction activities	Once	City of Santa Maria, Construction Contractor			
AQ.8 Greenhouse Gas Reduction At a minimum, prior to occupancy, *any* feasible greenhouse gas reduction measures from the following sector-based list should be applied to the project • Energy use (energy efficiency, renewable energy) • Water conservation [unproved practices and equipment, landscaping) • Waste reduction (improved practices and equipment, landscaping) • Waste reduction (material re-use/recycling, composting, waste diversion/minimization) • Architectural features (green building practices, cool roofs) • Transportation (pedesbian and bicyde-fiiendly features such as sidewalks and bike racks) • Electric Vehicle Infrastructure (EV charger installation, installation of pre.wiring for future EV chargers}, seewww.ourair.O!!Jlsbc/O!uo-ln.cntral-	These requirements shall be noted in plan specifications and reviewed for consistency by the City of Santa Maria prior to construction	Prior lo issuance of construction permits and throughout construction activities	Once	City of Santa Maria, Construction Contractor			

Mitigation Measure/ Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
roast/ and w.•,w.ourair.oro/ev-cha!l:Ji!:J9:Q!ll9ramf for more Information.							
AQ-9 Archrtectural Coatings The application or architectural coatings, such as paints, primers, and sealers that are applied to buildings or stationary structures, shaU comply wilh APCD Rule 323.1, Architectural Coatings !hat places limits on the VOC-content of coating products.	These requirements shall be noted in plan specifications and reviewed for consistency by the City of Santa Maria prior to construction	Prior to issuance ofronstruclion permits and throughout construction activities	Daily	City of Santa Maria, Construction Contractor			
AQ-10 Asphalt Paving Asphalt paving activities shallcomply with APCD Rule 329, Cutback and Emulsified Asphalt Paving Materials.	These • requirements shall be noted in plan specifications and reviewed for consistency by the City of Santa Maria prior to construction	Prior to issuance of construction permits and throughout construction activities	Daily	City of Santa Maria, Construction Contractor			
CULTURAL RESOURCES							
CUL 1 Unanticipated Discovery of Archaeological Resources If archaeological resources are encountered during ground-disturbing activities, work in the immediate area should be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) should be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR	The applicant shall include it on all grading and construction plans, as it will be effective throughout ground disturbance	Throughout demolilion, grading, hauling, and construction activities.	Once a monlh during construction period,oras determined by Community Development Department	City or Santa Maria Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification Initial Date Comments
eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work, such as data recovery excavation, may be warranted to mitigate *any* significant impacts to historical resources.	activities on the projectsite				
CUL 2 Unanticipated Discovery of Human Remains If human remains are found during ground-disturbing activities, the Slate of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner detennines origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are detennined to be prehistoric, the Coroner will notify the NAHC, which will detennlne and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access.	The applicant shall include it on all grading and construction plans, as it will be effective throughout ground disturbance activities on the projectsite	Throughout demolition, grading, hauling, and construction activities.	Once a month during construction period, oras detennined by Community Development Department	City of Santa Maria Community Development Department	

Santa Barbara County
Air Pollution Control District

Our \,,;,fdn - Clean Air

September 26, 2018

RECEl'lED

OCT o 1 2018

COMMUNITY DEVELOPMENT DEPT.
DV._____

Neda Zayer
City of Santa Maria
Community Development Department
110 S. Pine Street, Suite 101
Santa Maria, CA 93458

Re: APCD Comments on the Draft Mitigated Negative Declaration for the Cox Bungalows Project, **GPZ2018-001, PD2018-0009**

Dear Ms. Zayer:

The Air Pollution Control District (APCD} has reviewed the Draft Mitigated Negative Declaration {MND) for the referenced project, which consists of the construction of 30 senior apartment units, a 1,100 , square foot community center, and other common amenities as well as the demolition of a 3,000 square foot existing residence and 2,300 square feet of ancillary structures. The project proposes a General Plan land use amendment from Low Density Residential (LDR-5) to High Density Residential (HDR-22) and a Zoning map amendment from Single-Family Residential (R-1) to Planned Development/High-Density Residential (PD/R-3). The subject property, a 1.3-acre parcel currently zoned R-1and identified in the Assessor Parcel Map Book as APN 117-451-015, is located at 1141West Cox Lane in the City of Santa Maria.

Air Pollution Control District staff offers the following comment on the Initial Study/Draft MND:

Section 3 Air Quality, Table 5, Page 13: This table cites a *"SBCAPCD Threshold"* of 25 tons/yr for temporary construction emissions. Please note that the SBCAPCD has not adopted a CEQA threshold of significance for construction-emissions, however lead agencies often use APCD's offset threshold of 25 tons per year (as described in APCD Rule 202.D.16) as a guideline for determining the significance of construction impacts on a project-specific basis in environmental documents. Therefore, we suggest revising Table 5 to refer generically to *"Thresholds"* instead of *"SBCAPCD Thresholds"* to avoid the potential implication that APCD has adopted CEQA threshold for construction emissions

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8878 or via email at erw@sbcapcd.org.

Sincerely,

Emily Waddington,
Air Quality Specialist
Planning Division

EXHIBIT C

cc: Joe Halsell, Halsell Builders
Planning Chron Rle

Santa Barbara County
Air Pollution Control District

Our -"-tqrt - Clean Air

September 26, 2018

Neda Zayer
City of Santa Maria
Community Development Department
110 S. Pine Street, Suite 101
Santa Maria, CA 93458

Re: APCD Suggested Conditions for the Cox Bungalows, GPZ2018-0D1, PD2018-0009

Dear Ms. Zayer:

The Air Pollution Control District (APCD) has reviewed the referenced project, which consists of the construction of 30 senior apartment units, a 1,100 square foot community center, and other common amenities as well as the demolition of a 3,000 square foot existing residence and 2,300 square feet of ancillary structures. The project proposes a General Plan land use amendment from Low Density Residential (LDR-5) to High Density Residential (HDR-22) and a Zoning map amendment from Single-Family Residential (R-1) to Planned Development/High-Density Residential (PD/R-3). The subject property, a 1.3-acre parcel zoned R-1 and identified in the Assessor Parcel Map Book as APN 117-451-015, is located at 1141 West Cox Lane in the City of Santa Maria.

Air Pollution Control District staff offers the following suggested conditions on the project:

1. Standard dust mitigations **(Attachment A)** are recommended for all construction and/or grading activities. The name and telephone number of an on-site contact person must be provided to the APCD prior to grading/building permit issuance.

2. APCD Rule 345, *Control of Fugitive Dust from Construction and Demolition Activities* establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites. The rule includes measures for minimizing fugitive dust from on-site activities and from trucks moving on- and off-site. Please see www.ourair.org/wp-content/uploads/rule345.pdf.

3. The State of California considers particulate matter emitted by diesel engines carcinogenic. Therefore, during project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the requirements listed in Attachment B to reduce emissions of particulate matter (as well as of ozone precursors) from diesel equipment. Recommended measures should be implemented to the maximum extent feasible.

4. Prior to building permit issuance, APCD Authority to Construct permits must be obtained for all equipment that requires an APCD permit. Proof of receipt of the required APCD permits shall be submitted by the applicant to planning staff. APCD Authority to Construct permits are required for diesel engines rated at 50 bhp and greater (e.g., firewater pumps and emergency standby generators) and boilers/large water heaters whose combined heat input rating exceeds 2.0 million BTUs per hour.

Advisories: (1) In the case of a diesel-fired emergency generator, an equipment-specific Health Risk Assessment may be required as part of APCD permit issuance. The applicant should refer to APCO's website at www.ourair.org/dice-atcm/ for more information on diesel engine permitting. (2) The APCD permit process can take several months. To avoid delay, the applicant is encouraged to submit their Authority to Construct permit application to the APCD as soon as possible, see www.ourair.org/permit-applications/ to download the necessary permit application{s).

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

6. The applicant is required to complete and submit an **Asbestos Demolition/Renovation** Notification or an EXEMPTION from Notification for Renovation and Demolition (APCD Form ENF-28 or APCD Form ENF-28e), which can be downloaded at www.ourair.org/cornpliance-forms/ for each regulated structure to be demolished or renovated. Demolition notifications are required regardless of whether asbestos is present or not. The completed exemption or notification should be presented, mailed, or emailed to the Santa Barbara County Air Pollution Control District with a minimum of 10 working days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition. The applicant should visit www.ourair.org/asbestos/ to determine whether the project triggers asbestos notification requirements or whether the project qualifies for an exemption.

7. Natural gas-fired fan-type central furnaces with a rated heat input capacity of less than 175,000 Btu/hr and water heaters rated below 75,000 Btu/hr must comply with the emission limits and certification requirements of APCD Rule 352. Please see www.ourair.org/wp-content/uoloads/rule352.pdf for more information.

8. Boilers, water heaters, and process heaters (rated between 75,000 and 2.0 million Btu/hr) must comply with the emission limits and certification requirements of APCD Rule 360. Note: Units fired on fuel(s) other than natural gas still need to be certified under Rule 360. Please see www.ourair.org/wp-content/uploads/rule360.pdf for more information.

9. At all times, idling of heavy-duty diesel trucks should be minimized; auxiliary power units should be used whenever possible. State law requires that:
   - Drivers of diesel-fueled commercial vehicles shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location.
   - Drivers of diesel-fueled commercial vehicles shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle. Trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required).
   - While at a school, the driver must shut down the engine immediately upon arrival and leave within 30 seconds of starting the engine.
   - See www.arb.ca.gov/noidle for more information.

10. At a minimum, prior to occupancy, any feasible greenhouse gas reduction measures from the following sector-based list should be applied to the project:

- Energy use (energy efficiency, renewable energy)
- Water conservation {improved practices and equipment, landscaping)
- Waste reduction (material re-use/recycling, composting, waste diversion/minimization)
- Architectural features{green building practices, cool roofs}
- Transportation (pedestrian- and bicycle-friendly features such as sidewalks and bike racks)
- Electric Vehicle Infrastructure (EV charger installation, installation of pre-wiring for future EV chargers}, see www.ourair.org/sbc/plug-in-central-coast/ and www.ourair.org/ev-charging-program/ for more information.

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

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

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8878 or *via* email at erw@sbcapcd.org.

Sincerely,

Emily Waddington,
Air Quality Specialist
Planning Division

Attachments: Fugitive Dust Control Measures
Diesel Particulate and NO.Emission Measures

cc: Joe Halsell, Halsell Builders
Planning Chron File

ATTACHMENT A

FUGITIVE Dusr CONTROL MEASURES

These measures are required for all projects Involving earthmoving activities regardless of the project size or duration. Proper implementation of these measures is assumed to fully mitigate fugitive dust emissions.

- 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 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.

- Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.

- If importation, exportation and stockpiling offill material is involved, soil stockpiled for more than two 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 pointof 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 Air Pollution Control District prior to grading/building permit issuance and/or map clearance.

  Plan Requirements: All requirements shall be shown on grading and building plans and/or as a separate infonnation sheet listing the conditions of approval to be recorded with the map. Timing: Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods.

  MONITORING: Lead Agency shall ensure measures are on project plans and/or recorded with maps. Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

Santa Barbara County
Air Pollution Control District

ATTACHMENT 8

DIESEL PARTICULATE AND NOx EMISSION REDUCTION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is a list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law: .

- All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- Fleet owners of mobile construction equipment are subject to the Callfornla Air Resource Board (CARB) Regulation for In-Use Off-Road Diesel Vehicles (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce oxides of nitrogen (NOx), diesel particulate matter (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. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
- Fleet owners of moblle construction equipment are subject to the CARB Regulation for In-Use (On-Road} Heavy-Duty Diesel-Fueled Vehicles (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NOx and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. On-road heavy-duty trucks shall comply with the State On-Road Regulation. For more information,.see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.
- All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d}(3) and §2485, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

The following measures are recommended:

- Diesel equipment meeting the CARB lier 3 or higher emission standards for off-road heavy-duty diesel engines should be used to the maximum extent feasible.
- On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible.
- Diesel powered equipment should be replaced by electric equipment whenever feasible.
- Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, should be used on-site where feasible.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- 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.
- Construction v-,orker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Plan Requirements: All requirements shall be shown on grading and building plans and/or as a separate infonnation sheet listing the conditions of approval to be recorded with the map. To provide proof of compliance with CARB's Regulation for In-Use Off-Road Diesel Vehicles, the contractor/subcontractor shall keep a copy of the CARB Certificate of Compliance onsite and available for inspection. Timing: Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods.

MONITORING: Lead Agency shall ensure measures are on project plans and/or recorded with maps. Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

Neda Zarer

From: Freddie Romero <FRomero@santaynezchumash.org>
Sent: Friday, September 21, 2018 8:46 AM
To: Neda *layer*
Subject Re: Environmental Documents

Neda,

I did receive these docs. for both projects and SYBCI Elders Council are ok with an MND for the Carpenters Training Facility, but would like to have some of the wording changed in the MND CUL-1 where it speaks of an inadvertent discovery and contains the verbiage in the first paragraph "work shall not continue until a qualified archaeologist, in conjunction with the locally affiliated Native American representative(s) as necessary, determines whether the uncovered resource requires further study."

SYBCI Elders Council would like to see the phrase, "in conjunction with the locally affiliated Native Americans representative(s)" removed and replaced with the following, "and a representative from the SYBCI Elders Council work together to determine the significance of the discovery and what, if any further actions need to be taken, such as additional archaeological study."

In the third paragraph of the same mitigation measure, the following verbiage shall be added after the words "the qualified archaeologist" and before the word "shall". The SYBCI Elders Council would like to see the following "and a representative from the SYBCI Elders Council" and have the words "in conjunction with the affiliated Native American(s} as necessary" removed completely.

As for the Cox Bungalows, the SYBCI Elders Council understand that no cultural material or characteristics that might lead one to believe that there might be the presence of cultural material on site, but the Council does not want to discount the fact that little to no surveying has taken place within the city of Santa Maria as it has grown.

The SYBCI Elders feel that one of 2 things should take place; first, an extended phase 1 of the building footprint, roadways, utilities corridor, and any catch basins take place prior to approval or any construction of this project; If an extended phase 1 is not completed for this project, that at the developer's cost, contact the SYBCI Elders Council and retain a Native American consultant/advisor.

The SYBCI Elders Council believe that even though no significant cultural studies or finds have been attached to this area, we do know that we occupied this valley with 2 very large villages, in an area that was once known as Laguna Largo, near Betteravia and Black Rd.

The SYBCI Elders Council would also like to see the same change in verbiage as was requested for the Carpenter's Union project.

If you have any questions, please do not hesitate to call me.

Freddie Romero
Cultural Resources Coordinator
SYBCI Elders Council

EXHIBIT D