CITY OF SANTA MARIA
INITIAL ENVIRONMENTAL STUDY
MITIGATED NEGATIVE DECLARATION
DECEMBER 18, 2019

CENTRAL COAST COMMERCIAL VEHICLE DEALERSHIP, U2019-0010

1400 block of West Stowell Road.

PROJECT SUMMARY

Project Description	A Conditional Use Permit (U2019-0010) for California Truck Centers to construct a 40,000-square-foot facility for commercial vehicle sales, parts sales, and repair facility on a 9.2-acre site in an M-2 (General Manufacturing) district. The project *would not* include vehicle fueling, paint booth or body repairs.
Location	1400 block of West Stowell Road
Assessor's Parcel No.	117-240-021
General Plan Designation	General Industrial (GI)
Zoning	General Manufacturing (M-2)
Size of Site	9.2 Acres
Present Use	Vacant
Proposed Uses	Truck Dealership and Service Facility
Access	Two driveways on Stowell Road
Surrounding Uses/Zoning	
North	Property located in unincorporated Santa Barbara County and used for agriculture
South	Developed sites with industrial uses in the M-2 (General Manufacturing) district,
East	Developed sites with industrial uses in the M-2 (General Manufacturing) district
West	Agriculture/industrial uses in a PD/CM/AG (planned development/commercial manufacturing/agriculture) zoning district.
Parking	123 Spaces Required, 123 Spaces Provided
Setbacks	
Front	Required: 20 Feet Provided: 120 Feet +/-
Side (West)	Required: 0 Feet Provided: 130 Feet +/-

Rear (Southeast)	Required: 20 Feet Provided: 150 Feet +/-
Height	26 Feet
Building Coverage	34,800 Square Feet +/-
Landscape Area	60,250 Square Feet +/-
Storm Water Retardation	25,000 Square Feet +/-
Fencing	Existing Fencing on West Perimeter; Proposed Chain Link along Rail Corridor; No Fencing on Street Frontage
Related files/Actions	None
Applicant/Agent/Owner	Doug Howard, California Truck Centers
Procedure	Planning Commission Adopt the Negative Declaration for the Conditional Use Permit

GENERAL AREA DESCRIPTION:

The site is roughly triangular with Stowell Road forming the sites northern boundary, the Santa Maria Valley Railroad along the site's southeast perimeter, and the future alignment of A Street at its western edge.

The parcel across Stowell Road to the north is located in unincorporated Santa Barbara County and used for agriculture; to the east and south across the Santa Maria Valley Railroad corridor are developed sites with industrial uses in the M-2 (General Manufacturing) district, and to the west are agriculture/industrial uses in a PD/CM/AG (Planned Development/Commercial Manufacturing/Agriculture) zoning district.

ENVIRONMENTAL SETTING:

The project is located within the City of Santa Maria in Santa Barbara County, approximately two miles west of US Highway 101. The topography in the project area is flat with no significant features within the project site or surrounding area. The project is characterized as a vacant industrial designated site proposed to be developed as a commercial vehicle dealership with repair, display, and customer and employee parking. The project area is adjacent to industrial development to the northeast, east and south, with undeveloped land to the west, and an agricultural field outside the City limits to the north. Stowell Road exists on the Sites northern boundary and the Santa Maria Valle Railroad corridor forms the southeast boundary of the triangular parcel.

PROJECT DESCRIPTION:

The project consists of an approximately 40,000-square-foot Commercial vehicle dealership and service facility, estimated to employ 40 people when operating. The building will house a display area, business offices, and service offices, and parts warehouse. A small portion of the building will have a second floor used for an additional

parts warehouse area. The south wing of the building will house 12 repair bays, one enclosed wash bay, and one dedicated dynamometer bay. All repairs will be done within the building.

Rental and for-sale vehicles will be displayed in 92 parking truck spaces (12 feet by 25 feet) adjacent to the Stowell Road frontage and on the east side of the building. This equates to 27,600 square feet of display area, or approximately 7% of the site. Except for the commercial vehicles, no outdoor storage is proposed or permitted with this Conditional Use Permit. The draft conditions specify that the storage of dismantled or inoperable vehicles is prohibited, as is any service or repair activities occurring outside the building.

The developer is required to install full off-site frontage improvements including curb, gutter, sidewalk, streetlights, and landscaping as required by the Public Works Department. Additionally, the developer shall be responsible to underground all overhead utilities within the project frontage.

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). Potentially significant adverse environmental impacts were identified in the areas of transportation and tribal cultural resources.

Based on the above mentioned sources, no adverse impacts are associated with Aesthetics/Visual Resources, Agriculture and Forest Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology/Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Utilities and Service Systems, or Wildfire.

IMPACT SUMMARY TABLE

	Proposed Project
Size of Site	9.2 Acres
Size of Buildings	39,680
Water Demand (1)	2.3 acre-feet per year
Sewage Generation (1)	350 gallons per day
Average Daily Trips (2)	248 (45 by Truck)
P.M. Peak Trips (2)	55 (10 by Truck)

Unmitigated Long Term Emissions: (3) Reactive Hydrocarbons Nitrogen Oxides	 1.7 pounds/day 5.4 pounds/day

(1) Information provided by project applicant.
(2) Traffic and Circulation Study, Associated Transportation Engineers (ATE), May 2019
(3) CALEMOD Model.

The following discussion of the potential adverse environmental impacts includes mitigation measures which would reduce all identified impacts to a level of insignificance, and are recommended to be included in the conditions of approval for the project. If the decision makers wish to delete a mitigation measure which is proposed to mitigate a significant impact, an alternative mitigation measure should be agreed to by the applicant and made part of the project. Verification that these mitigation measures have been implemented will be monitored as described in Section 8 of the City of Santa Maria's Environmental Procedures. The monitoring checklist is included at the end of this report.

Transportation

The project proposes to construct an approximately 40,000-square-foot structure, which will include commercial vehicle sales and rental offices, parts warehousing, and repair bays, with a site providing approximately 300 parking spaces for customers, employees, and truck inventory parking. The facility is estimated to employ 40 persons, the vast majority likely to live within City of Santa Maria.

Improvements to Stowell Road are required of the project. The proposed public improvements would be constructed in accordance with city and state standards and subject to approval by the City Engineer.

Associated Transportation Engineers prepared a traffic analysis (ATE, May 21, 2019) for the proposed project. The Institute of Transportation Engineers (ITE) Trip Generation manual does not include “commercial vehicle dealerships” therfore a trip generation study was completed at a similar California Truck Center. The analysis concluded the project would generate approximately 248 daily trips, which would still be consistent with the CMP and would not alone generate significant impacts based on the adopted impact criteria.

ATE determined that cumulative impacts to the Stowell Road and Blosser Road intersection would occur in conjunction with other proposed projects. Under cumulative conditions, the study determined that the intersection would operate at LOS E during the peak-hour period.

The following mitigation measure is required to reduce the cumulative traffic impacts of the project to an insignificant level:

TR-1 The project shall implement improvements at the Stowell/Blosser intersection necessary so that intersection operations are improved to Level of Service D. Prior to issuance of building or grading permits, the applicant shall work with the City's Public Works Department to determine which of the three following options will best achieve the LOS D. The applicant shall be responsible for the construction of that improvement prior to commencement of operations at the project facility, or alternative to construction acceptable to the City's Public Works Department:

- Option #1: Install a right-turn lane on the eastbound Stowell Road approach. This option may require acquisition of additional right-of-way from the adjacent developed property south of Stowell Road. The City is currently processing a development application for the Lineage Logistics Project on the property south side of Stowell Road. It is recommended that the City acquire a dedication of the right-of-way necessary from this property owner if needed. Option 1 would provide LOS D (ICU 0.87) and mitigate the cumulative impact.
- Option #2: Install a right-turn lane on the northbound Blosser Road approach. This option may require right-of-way from the adjacent undeveloped property east of Blosser Road. The City is currently processing an application to change the zoning on this property (Acquistapace Specific Plan). It is recommended that the City consider acquiring the necessary right-of-way from that property owner if right-of-way is needed. Option 2 would provide LOS D (ICU 0.89) and mitigate the cumulative impact.
- Option #3: Install both the eastbound right-turn lane on Stowell Road and the northbound right-turn lane on Blosser Road. Option 3 would provide LOS D (ICU 0.82) and mitigate the cumulative impact. Installation of both right-turn lanes would also provide additional intersection capacity for future traffic growth.

Tribal Cultural Resources

The proposed Project is on a vacant site which has been graded, has been used for agriculture. The potential for the existence of buried archaeological materials within the project area is considered low based on the historic physical setting, the previous grading, the long ago use of the site for agriculture, the regular clearing of vegetation off the site, and extent of those previous disturbances. The project site does not contain any known tribal cultural resources that have been listed, or are eligible for listing, in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

The City has notified California Native American tribes who have formally requested notification on CEQA projects under Assembly Bill 52. This notification affords California Native American tribes the opportunity for consultation pursuant to Public Resources Code § 21080.3.1. The Santa Ynez Tribal Elders Council is the only area tribe to requested notification. The City has notified the Santa Ynez Tribal Elders Council of this proposed project. The representative for the tribe made phone contact with the City on October 18, 2019. The representative had visited the site, and based on that site

inspection, did not believe the site warranted any additional site investigation or archeological study. Additionally, the representative indicated that a monitor was not necessary. However the representative did request that a “discovery clause’ be added whereby work would cease and the Tribe would be notified if a tribal cultural resource was inadvertently discovered during ground-disturbing activities.

The following mitigation measure is required to reduce the potential impacts of the project to Tribal Cultural Resources to an insignificant level:

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

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

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 Negative Declaration be filed for Central Coast Truck Center project based upon information contained in U2019-0010.

PREPARED BY:

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

Senior Planner, Environmental Analyst — 12.17.19 Date

Chuen Ng, Environmental Officer — 12/17/19 Date

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Nov 2014

CITY OF SANTA MARIA
Environmental Checklist / Initial Study
For Central Coast Commercial Vehicle Dealership and Service Facility (U2019-0010)

1. Project Title and Location

Central Coast Commercial Vehicle Dealership and Service Facility
1400 block of West Stowell Road.

2. Lead Agency, Contact and Preparer

Frank Albro, City of Santa Maria
Community Development Department
110 South Pine Street, Suite #101
Santa Maria, CA 93458
805-925-0951, x 2379
falbro@cityofsantamaria.org

3. Project Sponsor's Name and Address

Pat Blote
RRM Design Group
3765 S. Higuera Street, Suite 102
San Luis Obispo, CA 93401

4. General Plan Designation

General Industrial (GI)

5. Zoning Designation

General Manufacturing District (M-2)

6. Brief Description of Project

A Conditional Use Permit (U2019-0010) for California Truck Centers to construct a 40,000-square-foot facility for commercial vehicle sales, parts sales, and repair facility on a 9.2-acre site in an M-2 (General Manufacturing) district. The project *would not* include vehicle fueling, paint booth or body repairs.

Other site improvements include an 800-square-foot wash bay, approximately 300 parking spaces, and approximately 37,000 square feet of water efficient landscape area. The developer shall be required to install full off-site frontage improvements including curb, gutter, sidewalk, streetlights, and landscaping as required by the Public Works Department. Additionally, the developer shall be responsible to underground all overhead utilities within the project frontage.

Overall project construction is estimated to extend for approximately ten months with the project fully operational in spring 2021. The project would provide employment for up to 40 employees.

7. Surrounding Land Uses and Setting:

To the north is property located in unincorporated Santa Barbara County and used for agriculture; to the east and south are developed sites with industrial uses in the M-2 (General Manufacturing) district, and to the west are agriculture/industrial uses in a PD/CM/AG (planned development/commercial manufacturing/agriculture) zoning district.

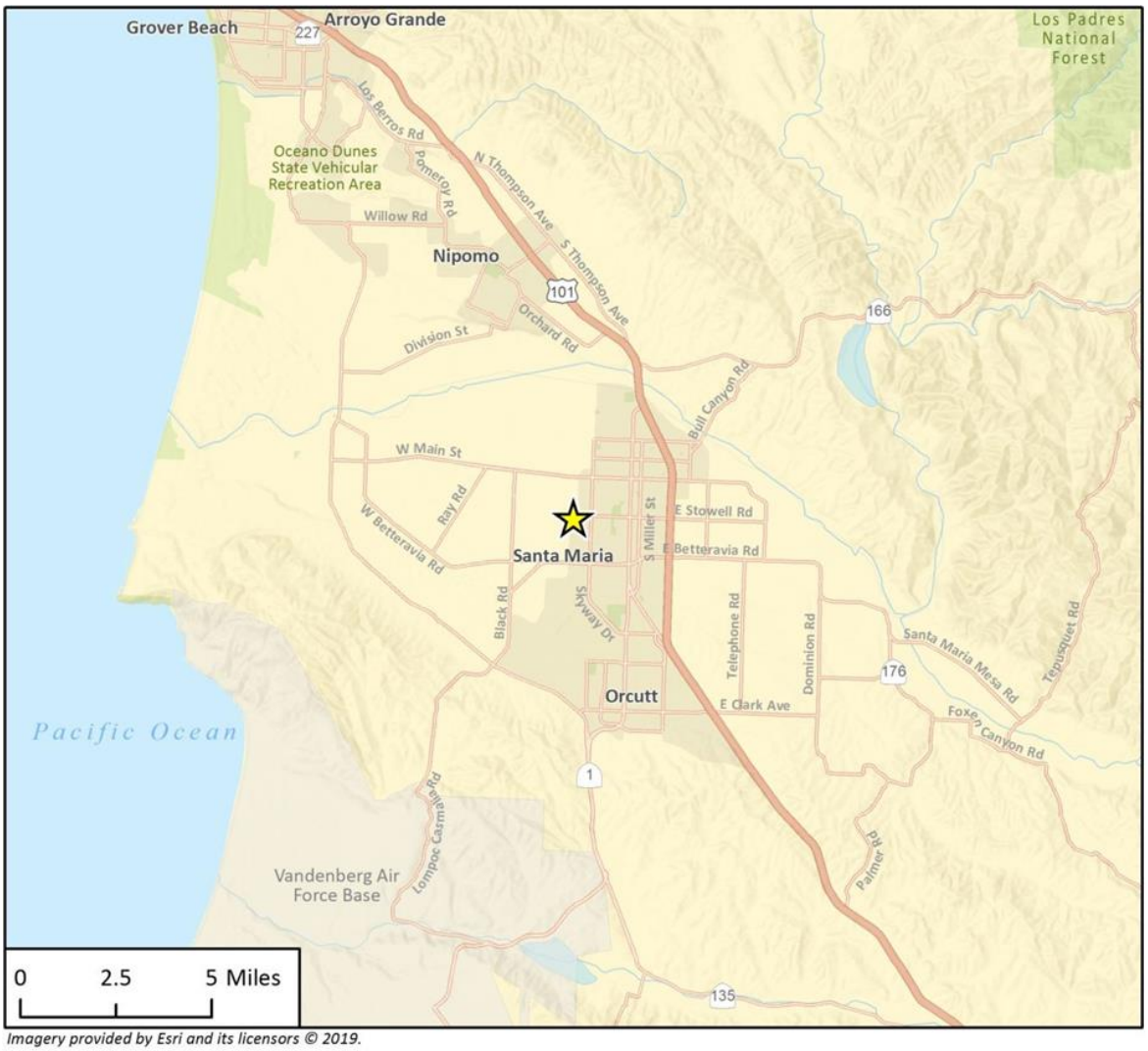
8. Other Public Agencies Whose Approval is Required

- Central Coast Regional Water Quality Control Board
- Santa Barbara County Air Pollution Control District (construction permits, if necessary)

9. California Native American Tribes Consultation

The City has notified California Native American tribes who have formally requested notification on CEQA projects under Assembly Bill 52, and pursuant to Public Resources Code section 21080.3.1. This notification affords California Native American tribes the opportunity for consultation pursuant to Public Resources Code § 21080.3.1. The Santa Ynez Tribal Elders Council is the only area tribe to request notification. The City has notified the Santa Ynez Tribal Elders Council of this proposed project.

Figure 1 - Project Vicinity Map



Rincon Consultants, Inc.

Figure 2: Project Location Map

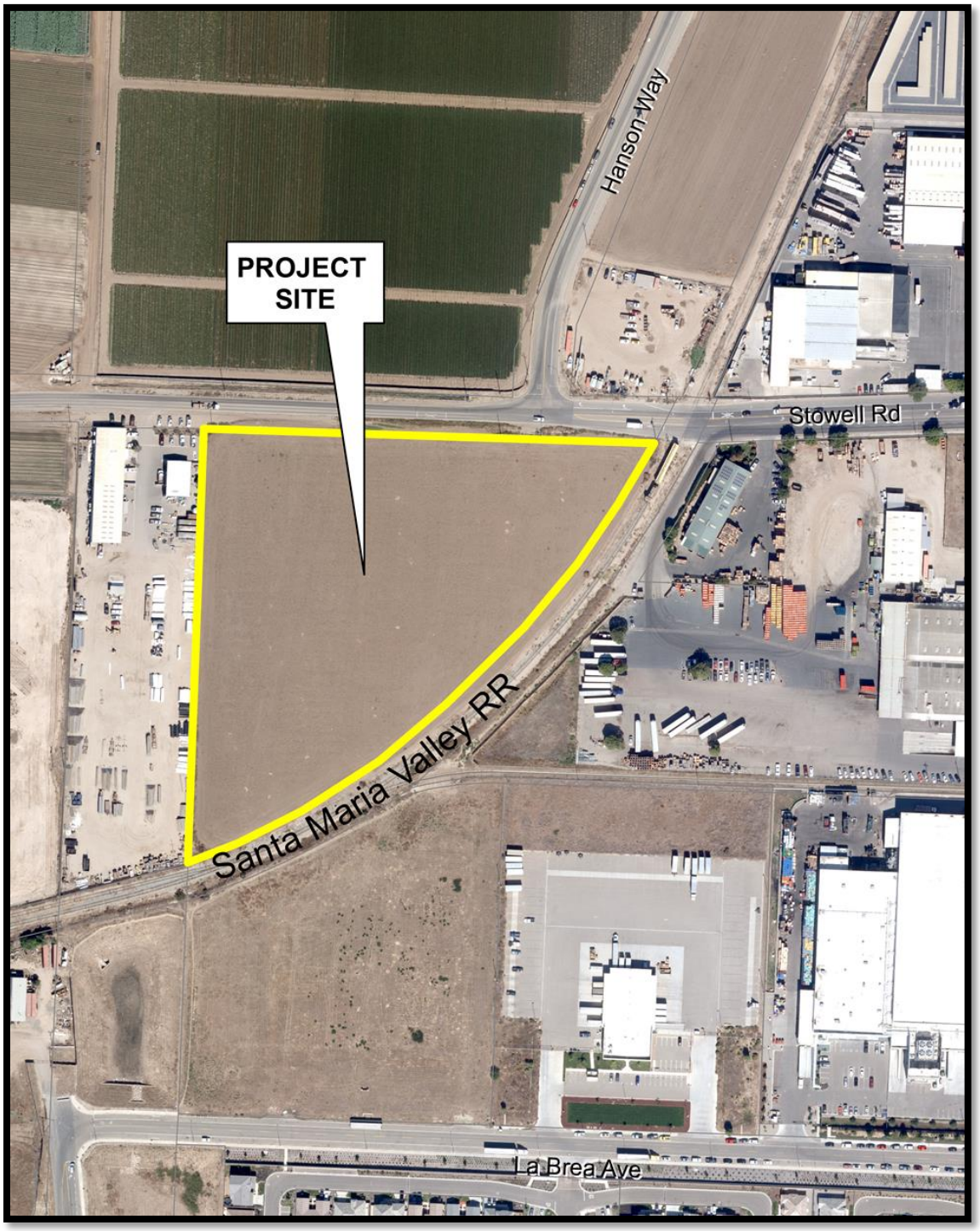
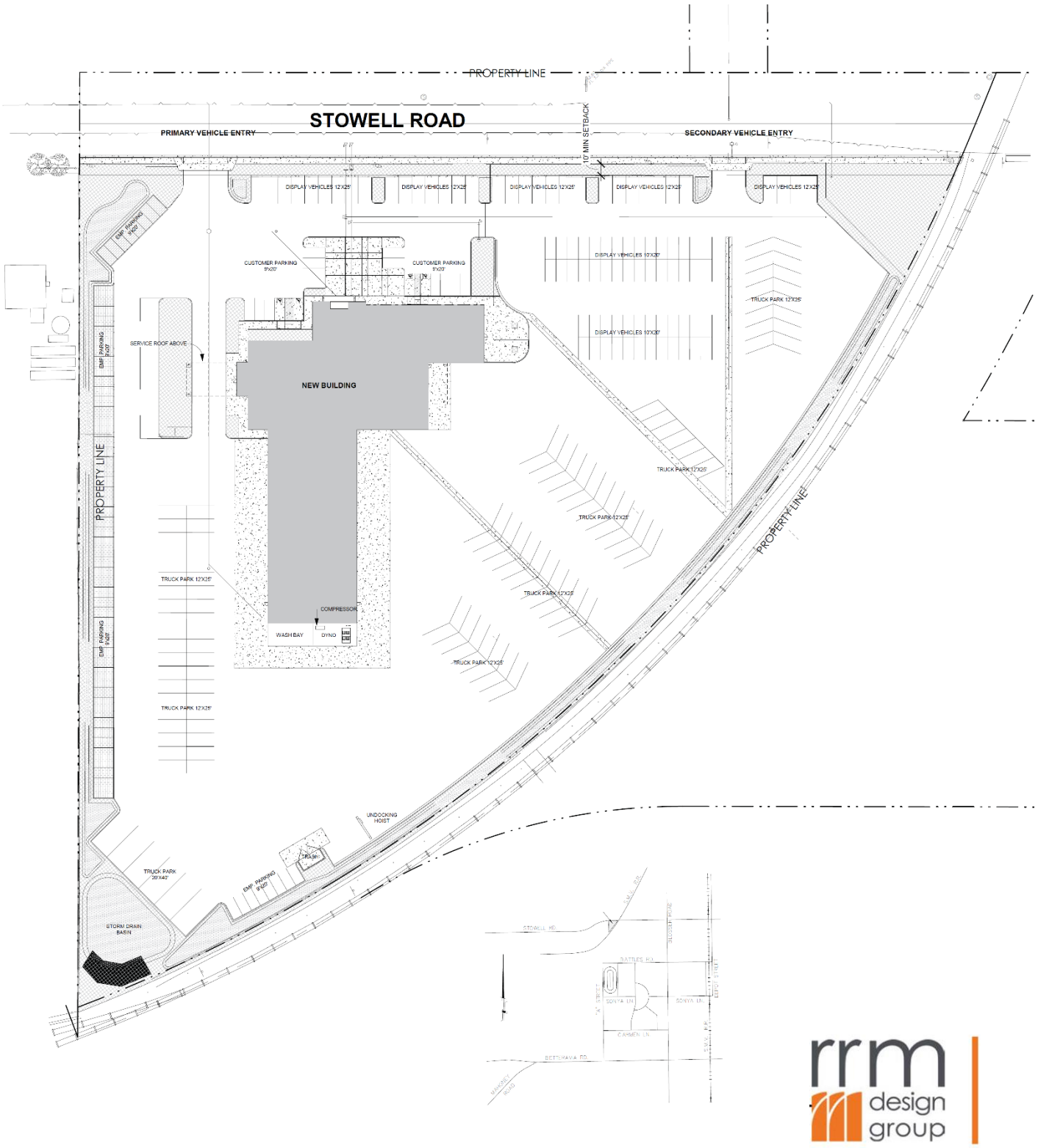


Figure 3: Project Site Plan Graphic



1. AESTHETICS/VISUAL RESOURCES

Except as provided in Public Resources Code Section 21099,

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

Discussion:

The project is located within the City of Santa Maria in Santa Barbara County, approximately two miles west of US Highway 101. The topography in the project area is flat with no significant features or scenic resources within the project site or surrounding area. The project is characterized as a vacant industrial designated site proposed to be developed as a commercial vehicle dealership with repair, display, and customer and employee parking. The project area is adjacent to industrial development to the northeast, east and south, with undeveloped land to the west, and an agricultural field outside the City limits to the north.

a. The project site is located in an area of the City zoned for industrial uses and is primarily surrounded by other industrial designated land, with developed industrial facilities to the south, east, and northeast. According to the City's Resources Management Element of the General Plan, there are no designated unique or important scenic vistas in the project area. *Therefore, the project would not result in any adverse effects on a scenic vista.*

b. The project is located over two miles west of Highway 101 and one mile south of State Route 166. According to the City's General Plan and the California Scenic Highway Mapping System (Caltrans 2018), both routes are considered eligible, but not officially designated, as a State or local scenic highway. Additionally, the Santa Barbara County General Plan Circulation Element and Environmental Resources Element (County 2011a; 2011b) do not identify any locally-significant scenic resources or local scenic highway corridors in the project vicinity; *therefore, the project would not result in any impacts to scenic resources within a state scenic highway.*

c. The existing property is located in an area zoned for general manufacturing uses, and development of the project would be consistent with the existing site zoning, land use designation, and adjacent general manufacturing uses. The Zoning Administrator preliminary determined that based upon the proposed architectural elevations and

renderings, the proposed project would be compatible with the project site and its surroundings and therefore, potential impacts related to degradation of the existing visual character or quality of the site and its surroundings would be *less than significant*.

d. The proposed facility and its associated parking would introduce additional exterior lighting for security; however, exterior lighting would be similar to that of existing industrial uses in the surrounding area. The project would be designed and constructed consistent with Santa Maria Municipal Code 12-33.307 (Glare) and would include standard conditions which require that all exterior lighting fixtures be shielded and directed downward into the development, that the height of the light standards be no higher than determined absolutely necessary for its specific application, that light intensity be no more than determined necessary for safety purposes, and that project lighting and glare not interfere with airport operations (City 2016a). As such, the project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area; *therefore, impacts related to creation of light or glare would be less than significant.*

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

2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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

Discussion:

a. There is no active farmland on the project site. According to the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) Important Farmland Map for Santa Barbara County (DOC 2016a), the project site is mapped as Prime Farmland.

Prime Farmland has the best combination of physical and chemical features able to sustain long-term agricultural production. However, the FMMP notes that the land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. A review of historic aerial photos of the site reveal that since at least 2007, there has been no active agriculture cultivation of this site.

According to the Resources Management Element of the City's General Plan, the project site is located within an area designated as Class I and Class II prime soils area (City 2001). The Natural Resource Conservation Service (NRCS) classifies the project's underlying soil type as SvA – Sorrento loam, 0 to 2 percent slopes, and as prime farmland if irrigated (NRCS 2019). The proposed project would occupy an existing developed site within an urban area that is immediately surrounded by other industrial uses and would not likely be used for agricultural uses in the future. While NRCS designates the underlying soil as prime farmland if irrigated, the project site is an industrial infill site and does not include any land that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as designated by the FMMP. *Therefore, impacts would be less than significant.*

b. The project site is in a developed industrial area of the City designated as GI (General Industrial) in the City's General Plan and zoned M-2 (General Manufacturing) in the City's Zoning Code (City 2014). According the Santa Barbara County Williamson Act Map for 2015-2016, the project site is not designated for agriculture land use, zoned for agriculture land use, or under Williamson Act contract (DOC 2016b). Implementation of the project would not conflict with existing zoning for agricultural use, or a Williamson Act contract; *therefore, no impact would occur*.

c. As discussed previously, the project site is currently zoned M-2 (General Manufacturing) and is located in a developed industrial area of the city. There are no trees on the project site. The project site is not currently zoned for, nor does it support, forest land or timberland. The proposed project would not conflict with forest land or timberland zoning nor does it propose a zone change that would convert existing forest or timberland zoning; *therefore, no impact would occur.*

d. The project proposes general manufacturing in an urbanized area of the city. There is no forest land within or adjacent to the project site and the project would not result in the loss or conversion of forest land to a non-forest use; *therefore, no impact to forest land would occur*.

e. As discussed above, the project site is not used for agriculture; the site is Prime Farmland as designated by the FMMP, but has not been used for agriculture cultivation in the last 10 years or more; the land is not under active Williamson Act contract, nor is the land designated or zoned for agricultural use, forest land, or timber land. The majority of site aspects do not support agricultural uses and would not directly or indirectly adversely affect agricultural support services in the vicinity; *therefore, no other changes or indirect impacts to agriculture or forest resources would occur.*

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

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

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

Discussion:

Rincon Consultants conducted an Air Quality and Greenhouse Gas Emissions Study for the project (Rincon Consultants, Inc., September 2019).

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. Two types of temperature inversions (warmer air on top of cooler air) are created in the area: subsidence and radiational. Both types of inversions limit the dispersal of air pollutants within the regional airshed, with the more stable the air (low wind speeds, uniform temperatures), the lower the amount of pollutant dispersion.

Air Quality Regulation

The State and Federal Clean Air Acts mandate the control and reduction of certain air pollutants. Under these acts, the U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for certain "criteria" pollutants.

Federal and state standards have been established for ozone (O3), CO, nitrogen dioxide (NO2), sulfur dioxide (SO2), lead (Pb), and fine particulate matter less than 10 micrometers (PM10) and less than 2.5 micrometers (PM2.5) in size. Table 1 summarizes the current federal and state standards for each of these pollutants.

Federal and state standards have been established for six criteria pollutants: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulates less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$), and lead (Pb). California air quality standards are identical to or stricter than federal standards for all criteria pollutants. Table 3 illustrates the current Federal and State Ambient Air Quality Standards.

Table 3: Current Federal and State Ambient Air Quality Standard

Pollutant	Federal Standard	California Standard
Ozone (O_3)	0.070 ppm (8-hr avg)	0.09 ppm (1-hr avg) 0.070 ppm (8-hr avg)
Carbon Monoxide (CO)	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide (NO_2)	0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.030 ppm (annual avg)
Sulfur Dioxide (SO_2)	0.030 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1-hr avg)
Lead (Pb)	1.5 µg/m^3 (calendar quarter)	1.5 µg/m^3 (30-day avg)
Particulate Matter (PM_{10})	150 µg/m^3 (24-hr avg)	20 µg/m^3 (annual avg) 50 µg/m^3 (24-hr avg)
Particulate Matter ($PM_{2.5}$)	12 µg/m^3 (annual avg) 35 µg/m^3 (24-hr avg)	12 µg/m^3 (annual avg)
Sulfates	No National Standards	25 µg/m^3 (24-hr avg)
Hydrogen Sulfide		0.03 ppm (1-hr avg)
Vinyl Chloride		ppm (24-hr avg)

ppm= parts per million
µg/m^3 = micrograms per cubic meter
Source: California Air Resources Board 2016

Based on the state and federal ambient air quality standards, the County is in attainment of or unclassified for all NAAQS and is in attainment of or unclassified for all California Ambient Air Quality Standards (CAAQS), except for PM10, which is in nonattainment, and O3, which is in nonattainment-transitional.

The California Emissions Estimator Model (CalEEMod) was utilized in estimating regional air pollutant emissions associated with construction and operation of the proposed project (version 2016.3.2). The CalEEMod output in Appendix A of the Rincon Consultants Air Quality and Greenhouse Gas Emmissions Study provides the detailed air pollutant emissions modeling calculations and results

Project construction would generate diesel emissions and dust. Construction equipment by construction phase was provided by the applicant. All construction equipment is assumed to be diesel-powered. Construction phases considered include grading, building construction, paving, and architectural coating. Overall project construction is estimated to extend from January 2020 to October 2020 with the project fully operational in May 2021. Emissions estimates include emissions from worker trips, soil import hauling trips, construction vehicle emissions, and fugitive dust. Construction activities would involve import of approximately 6,400 cubic yards of non-expansive fill involving an estimated 712 truck trips (Appendix A, Rincon Consultants, Air Quality and Greenhouse Gas Analysis, September, 2019). In addition to the "Equipment Emissions Control Measures" on page 22 of the Rincon Analysis, the project will comply with Santa Barbara County Air Pollution Control District's "Diesel Particulate and NOx Emission Reduction Measures".

Operational emissions include mobile source emissions, energy emissions, and area source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the project and are associated with the operation of onsite development. The estimates of vehicle trips associated with the proposed projects and included in the emissions modeling are from the Traffic and Circulation Study, prepared for this project by Associated Transportation Engineers (ATE) in May 2019. In addition, modeling was adjusted to reflect that heavy duty trucks represented 18 percent of the fleet mix for a similar land use surveyed for the traffic study (Schell 2019). Energy related emissions include natural gas consumption for space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coating.

SBCAPCD has not adopted quantitative significance criteria for temporary construction emissions associated with conventional land development projects. However, SBCAPCD recommends quantification of construction-related emissions, and uses 25 tons per year for reactive organic gases (ROG)1 or nitrogen oxides (NOX) as a guideline for determining the significance of construction impacts for all types of projects. For other construction projects involving standard grading and building activities, SBCAPCD (2015) notes that consistency with the Air Quality Attainment Plan requires the implementation of mitigation measures to minimize dust generation.

Long-term air quality impacts occur during project operation and include emissions from equipment or processes used in the project. These emissions must be summed in order to determine the significance of the project's long-term impact on air quality. Based on the criteria suggested by the SBCAPCD (2015), a proposed project would have a significant air quality effect on the environment if operation of the project would:

- Emit (from all project sources, both stationary and mobile) more than 240 lbs/day for reactive organic compounds (ROC) and NOX or more than 80 lbs/day for PM10 (there is no daily operational threshold for CO, as it is an attainment pollutant);
- Emit more than 25 lbs/day of NOX or ROC from motor vehicle trips only;
- Cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone);
- Exceed the APCD health risk public notification thresholds adopted by the APCD Board (10 excess cancer cases in a million for cancer risk and a Hazard Index of more than 1.0 for noncancer risk); and/or

- Be inconsistent with the latest adopted federal and state air quality plans.

In areas designated as non-attainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants, and the human health impacts detailed above under Health Effects of Criteria Pollutants, are already occurring in that area. Project-level significance thresholds established by local air districts are intended to set the level at which a project would cause or have a cumulatively considerable contribution to an exceedance of a federal or state ambient air quality standard. Therefore, if a project's air pollutant emissions exceed the significance thresholds, the project would contribute to the cumulative human health impacts detailed above.

Discussion:

a. To be determined to be consistent with the current air quality attainment plan (2016 Ozone Plan), the project's direct and indirect emissions must be accounted for in the growth assumptions in the 2016 Ozone Plan, and the project must be consistent with the policies adopted in the 2016 Ozone Plan. Additionally, in determining consistency with the 2016 Ozone Plan, commercial and industrial projects must be tracked pursuant to the local Congestion Management Plan (CMP) and are determined to be consistent with the 2016 Ozone Plan if they are consistent with SBCAPCD rules and regulations. The Ozone Plan relies primarily on the land use and population projections provided by SBCAG and CARB on-road emissions forecast as a basis for vehicle emission forecasting (SBCAPCD 2017).

   Populations that remain within the 2016 Ozone Plan and SBCAG forecasts are accounted for within the SBCAPCD emissions inventories. When population growth exceeds these forecasts, emission inventories could be surpassed, affecting attainment status. The proposed industrial project would not include residential development. Therefore, the project would not result in an exceedance of the growth forecast assumptions used in the 2016 Ozone Plan because it would not contribute to an increase in population in the City or region. In addition, in January 2019, the SBCAG Board approved a resolution exempting the region from the State Congestion Management Program statute. Accordingly, the project area is not subject to the stipulations of a CMP. ~~**While the project area is no longer subject to the stipulations of a CMP, according to the Traffic and Circulation Study, project specific traffic impacts would be less than significant and mitigation is available to reduce the project's contribution to the cumulative impact at the Stowell Road/Blosser Road intersection to a less than significant level (ATE 2019).**~~ Furthermore, the anticipated commercial development of the site would be required to comply with all SBCAPCD rules and regulations for construction and operation. Therefore, the project would be consistent with the SBCAPCD 2016 Ozone Plan and, thus, would not obstruct its implementation. *This impact would be less than significant.*

b. Air quality impacts may occur during project construction and project operation.

Construction Emissions.

SBCAPCD has not established construction emissions thresholds, but recommends quantification of construction-related emissions, and uses 25 tons per year for reactive organic gases (ROG) or nitrogen oxides (NOX) as a guideline for determining the significance of construction impacts. Table 3 shows the estimates of maximum annual construction emissions associated with the proposed development. For full modeling results refer to the CalEEMod output in Appendix A of the Rincon Consultants air quality and Greenhouse Gas analysis.

Table 3 Estimated Construction Emissions

Construction Year	Maximum Emissions[1] (tons/year)			
	ROG	NO_X	CO	PM_{10}
2020	0.8	3.4	2.7	0.4
Thresholds	25	25	n/a	n/a
Threshold Exceeded?	No	No	No	No

Notes: All calculations were made using CalEEMod. See Appendix A for calculations.

Project emissions of ROG and NOX would not exceed SBCAPCD's recommended 25 tons per year threshold. Impacts to air quality due to project construction emissions would be less than significant. In addition, because the Santa Barbara County portion of the SCCAB is a nonattainment area for the state PM10 standard and the project would involve earthmoving activities, SBCACPD construction emissions control measures would be required for the project, further reducing air pollutant emissions from construction. In accordance with standard practices in the City, the standard SBCAPCD construction emissions control measures (Dust Control, Fugitive Dust Control, Equipment Emissions Control, Equipment Idling, Asphalt Paving, Diesel-fired Engine Permits and Permits to Operate) would be shown on grading and building plans and implemented with the project. The full text of the SBCAPCD measures summarized above are listed in the Rincon Consultants air quality and Greenhouse Gas analysis, pages 21 and 22. These cover the operation and maintenance of diesel-powered construction equipment in ways to reduce emissions. In addition to the "Equipment Emissions Control Measures" on page 22 of the Rincon Analysis, the "Diesel Particulate and NOx Emission Reduction Measures" shall apply to the project.

Operational Emissions.

Long-term regional emissions are contributed by on-site (area) sources and mobile sources. Area source emissions result from use of natural gas, aerosols, lawn maintenance equipment and other modern conveniences expected in commercial uses. Mobile emissions are based on the estimated volume of vehicle trips for the project, described in the Traffic and Circulation Study (ATE 2019). Table 4 summarizes estimated emissions associated with operation of the proposed project and compares the emissions with the significance criteria suggested by the SBCAPCD for evaluating air emissions.

Table 4 Estimated Operational Emissions

Source	Maximum Emissions (lbs/day)		
	ROG	NO_X	PM_{10}
Area	1.2	<0.1	<0.1
Energy	<0.1	0.2	<0.1
Mobile	0.4	5.2	0.4
Total	**1.7**	**5.4**	**0.4**
Threshold (area + energy + mobile)	240	240	80
Threshold Exceeded?	No	No	No
Threshold (mobile only)	25	25	n/a
Threshold Exceeded?	No	No	n/a

Source: CalEEMod.v. 2016.3.2 (Appendix A)

As shown in Table 4, the project would not generate operational emissions that would in themselves exceed applicable SBCAPCD thresholds. *Impacts to air quality due to project operational emissions would be less than significant.*

c. When considering potential air quality impacts under CEQA, consideration is given to the location of land uses that emit Toxic Air Contaminants (TAC) and their proximity to sensitive receptors. The proposed truck center would generate heavy duty diesel truck trips, which are a source of DPM, a TAC. CARBs *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) recommends against siting sensitive receptors within 1,000 feet of distribution centers that accommodate more than 100 diesel trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week. While the proposed truck center is not a distribution center, it similarly attracts and generates heavy duty truck trips. Therefore, these recommended truck trip limits and buffer distances are reasonable to consider when determining whether the project would expose sensitive receptors to substantial pollutant concentrations. The project is not a refrigerated warehouse, however, so the 40 TRU truck limit is not applicable. ~~**First, the project site is over 1,000 feet from the nearest sensitive receptors, as the nearest residences are located 1,900 feet south of the project site. In addition, according**~~ **The project site is located approximately 530 feet north of the nearest sensitive receptors, residences along La Brea Avenue. Therefore, the criterion of 100 diesel trucks per day was used to determine if the project would expose sensitive receptors to substantial pollutant concentrations. According** to ATEs traffic survey at a similar facility, heavy duty truck trips comprise 18 percent of the project's total average daily trips (Schell 2019, **ATE 2019**). The project would generate 248 average daily trips (ATE 2019); therefore, the project would generate 45 average truck trips per day. The project would not generate more than 100 diesel trucks per day. In accordance with CARBs recommendations for siting distribution centers (i.e. facilities that attract diesel trucks), the project would not expose sensitive receptors to substantial pollutant concentrations due to its distance to the nearest sensitive receptors and volume of heavy duty trucks trips. *Impacts would be less than significant.*

d. Construction activities have the potential to emit odors from diesel equipment, paints, solvents, fugitive dust, and adhesives. Odors from construction activities would be intermittent and temporary, and generally would not extend beyond the construction area.

Pursuant to the City of Santa Maria's Municipal Code Performance Standards, "…the odors released from any operation or activity shall not exceed detectable concentration beyond lot lines, measured at any location on the lot lines."

The proposed truck center project would potentially generate odors on the project site from operation of heavy duty diesel trucks and from servicing and repair operations. The proposed uses would be separated from uses on surrounding properties by intervening landscaping, parking areas, and roadways, which would reduce the potential for incompatibility due to odors associated with the proposed uses. Moreover, adjacent uses are industrial and agricultural in nature, which are not uses sensitive to odor. Sensitive receptors are located at a substantial distance from the project site.

The nearest sensitive receptors are residences, approximately ~~**1,900**~~ **530** feet to the south and 2,150 feet to the east. The project would also be required to comply with SBCAPCD Rule 303, which prohibits the discharge of air contaminants or other material that would cause injury, detriment, nuisance or annoyance to any considerable number of persons.

In addition, all trucks operating at the project site would be required to comply with CCR Title 13, Section 2485 which would limit truck idling times to five minutes or less. Limiting heavy truck idling times would reduce the potential for nuisance odors associated with diesel exhaust emissions in the vicinity of the project site. For these reasons, *impacts associated with the potential for odor emissions to adversely affect a substantial number of people would be less than significant.*

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

4. BIOLOGICAL RESOURCES

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

The project site is located in an industrialized part of the City of Santa Maria and is surrounded by general manufacturing and intensive agricultural uses. The site is vacant, graded, contains little to no vegetation, and is regularly cleared of vegetation. The site has no current uses, and has not been used for agriculture within the last ten years. The project site does not exhibit any aquatic features or any other unique habitats.

Within the past year, SWCA performed a focused literature review for known species occurrences an adjacent site less than 100 feet to the west of this project site. The review consisted of a query of

the most recent version of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB; CDFW 2018a) and the U.S. Fish and Wildlife Service (USFWS) Information Planning and Consultation (IPaC; USFWS 2018a) website to identify reported occurrences of sensitive resources within the project area and surrounding vicinity. In addition to the CNDDB query, the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Plants of California (CNPS 2018) was reviewed to provide additional information on rare plants that are known to occur in the area. The CNDDB query was further focused on documented special-status species occurrences within the USGS Santa Maria topographic quadrangle to determine potential occurrence.

Discussion:

a. A review of potentially occurring special-status species was performed using IPaC, CNDDB, and CNPS. Additional species were considered based on special-status animal species included on the CDFW Special Plants List and the CDFW Special Animals List (CDFW 2018b) with potential for occurrence in the region. Through a query of these databases, a list of special-status plant and animal species that have the potential to occur in the project area was generated.

Special Status Plants

Review of the sources noted indicate nine special status plant species have the potential to occur in the project area. Based on the minimal amount of existing vegetation on the graded and regularly mowed site, the potential for special status plant species to occur on site is very low and all ground disturbing activities proposed would occur within previously disturbed areas; *therefore, the potential for the project to result in impacts to special status plants onsite is less than significant.*

Status Wildlife Species

Based on the query of CNDDB and IPaC, a total of 11 special-status animal species have been documented in the Santa Maria Quadrangle.

a. The mostly developed site exhibits little to no habitat for sensitive species; however, within the project vicinity, there are known occurrences of California tiger salamander (*Ambystoma californiense;* CTS), a federally endangered and state threatened species, and California red-legged frog (*Rana draytonii;* CRLF), a federally threatened species and California Species of Special Concern.

According to the CNDDB, the nearest documented occurrences of CTS are located over three miles south of the project site and are commonly found in grasslands and low foothill oak and woodland habitats (CDFW 2018a). CTS breed in long-lasting rain pools or permanent ponds lacking predators. During the nonbreeding season, adults occur in upland habitats frequently occupying burrows, and migrate nocturnally to aquatic sites to breed during relatively warm winter or spring rains (USFWS 2019). The project site does not contain grasslands or oak woodlands. Due to distance of the nearest known CTS occurrences, and the isolation of the basin from suitable habitat, CTS is not expected to occur within the project area.

The nearest documented CNDDB occurrence of CRLF is approximately 0.5 mile south of the project, recorded in 2003 near a retention pond (CDFW 2018a). CRLF occupy a distinct habitat comprised of specific aquatic and upland components. Breeding sites can occur within 2 miles of a site that stays moist and cool through the summer (USFWS 2019). Due to the lack of suitable habitat, the development of the surrounding lands, and the regular

clearing of vegetation on this project site, CRLF is not expected to occur within the project area.

The project site does not contain suitable habitat for CTS, CRLF or any other special-status species and would not result in an adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS; *therefore, impacts would be less than significant.*

b, c. The project site is graded and regularly cleared of vegetation. According to the USFWS National Wetlands Inventory (Wetlands Mapper), the project site does not contain riparian habitat, state or federally protected wetlands, or any other sensitive natural community and there are no aquatic features within the project vicinity (USFWS 2018b). *Therefore, implementation of the proposed project would have no impact on riparian habitat, state or federally protected wetlands, or other sensitive natural communities.*

d. The project area does not support any surface water resources, migratory corridors, or nursery sites. For the purposes of this analysis, it is reasonable to assume that, due to the disturbance onsite and in surrounding areas, lack of suitable wildlife habitat, the railroad corridor on the site's southern and western boundaries, Stowell Road forming the sites northern boundary, and the limited size of the project area, the project site is not located within or adjacent to a wildlife corridor or nursery site. Implementation of the proposed project would not significantly restrict the movement of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites; *therefore, the proposed project would have no impact.*

e. The graded and regularly cleared project site does not contain suitable habitat for protected biological resources. The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; *therefore no impacts would occur.*

f. There are no habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans applicable to the project site. The project would comply with the City's General Plan and local ordinances pertaining to the protection of biological resources; *therefore, no impacts would occur.*

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

5. CULTURAL RESOURCES

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

Historical resources in Santa Maria consist of several landmarks and structures. The City has officially designated ten structures and landmarks, with additional sites designated by the Landmark Committee. The City has also established a Historic Overlay Zone which allows for the designation of certain structures. The Resources Management Element in the City's General Plan delineates High or Moderate, Low, and Negligible archaeological sensitivity areas within the City.

Discussion:

a. The project site does not contain, nor is located near any historic resources identified in the National Register of Historic Places (USNPS 2019) or California Register of Historic Resources (CDPR 2019). The project site is not identified on the City's Landmark Map or on the City's Objects of Historic Merit map. *Therefore, impacts to historical resources would be less than significant.*

b. According to the City's General Plan Resources Management Element, the Santa Maria Valley is not a major archaeological or paleontological resource area, as only a few sites have been recorded or discovered in the area. The Resources Management Element in the City's General Plan delineates High or Moderate, Low, and Negligible archaeological sensitivity areas within the City; the project site is designated as Archaeological Sensitivity Area 3 – Negligible Sensitivity (City 2001). While the project primarily proposes aboveground development, the cut and fill involved in site preparation would result in approximately 6,400 cubic-yards of soil import to the site, and the majority of the site being raised two to three feet above the current elevations. Maximum grading depths for foundations and utilities would generally not exceed six feet below the existing ground level. Based on the project site's negligible archaeological sensitivity, previous ground disturbances, and minimal underground activities occurring within non-native soils, *potential impacts to archaeological resources would be less than significant*.

c. There is no evidence that the project site possesses any unique geologic or paleontological resources within the site. Additionally, the City's General Plan identifies the project site as being underlain by Holocene age alluvium, a young substrate generally considered to have a very low potential to contain unique geologic or paleontological resources (City 1995). Based on previous site disturbance and existing development, buried human remains are not expected in the site area. In the event of an accidental discovery or recognition of any human remains, California State Health and Safety Code Section 7050.5 stipulates that no

further disturbances shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and Public Resources Code Section 5097.98. With adherence to State Health and Safety Code Section 7050.5, which stipulates the process to be followed when human remains are encountered, *impacts related to the disturbance of human remains would be reduced to less than significant.*

Mitigation Measure(s) incorporated into the project: The project proposes minimal underground activities occurring within non-native soils in area that has been previously disturbed and is designated as having negligible archaeological sensitivity. Therefore, impacts to cultural resources would be less than significant and no mitigation is necessary.

6. ENERGY

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

Discussion:

a. Construction related energy consumption would be temporary. The site is vacant, relatively flat, with minimal grading necessary. There are no special project characteristics which would necessitate the use of less energy efficient construction equipment or methods. As a result, construction-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use. *This impact would be less than significant.*

The operational Project would involve demand for electricity, as well as diesel and gasoline fuel for motor vehicle trips. Therefore the project would have an incremental increase in the demand for gas and electrical power and motor vehicle fuels. However, the Project is required to meet current energy efficiency standards and its energy use would be typical of similar newly developed uses of the same type. The Project will be held to all applicable federal, state and local statutes and regulations relating to energy standards.

The facility will make new commercial vehicles for purchase more readily available within the City of Santa Maria. These new vehicles will comply with up to date emission and fuel efficiency standards and technologies. Additionally, the commercial vehicle servicing component of the project will create an additional local opportunity for the owners of commercial vehicles within the City to have those vehicles maintained, which will in some cases facilitate the avoidance of excessive vehicle emissions and poor fuel efficiency due to poor operating condition of the vehicle.

Compliance with applicable requirements and/or regulations for Air Quality and Greenhouse Gas Emissions would result in the individual project elements (e.g., building design, HVAC equipment, etc.) being consistent with State energy reduction policies and strategies.

The operational Project would not result in inefficient, wasteful, or unnecessary energy use. This impact would be less than significant.

b. Assembly Bill 32 (AB 32) (the California Global Warming Solutions Act of 2006) set state regulations to reduce the effects of Greenhouse Gas (GHG) Emissions. These include, among others, California Code of Regulations Title 24, Part 6–Energy Efficiency Standards, and the California Code of Regulations Title 24, Part 11– California Green Building Standards (CALGreen).

The California Green Building Standards Code (CALGreen, Title 24 Part 11) will apply to this project's structures. CALGreen is intended to encourage more sustainable and environmentally friendly building practices, including the conservation of natural resources and the use of energy-efficient materials and equipment. The Energy Efficiency Standards for Residential and Nonresidential Buildings specified in Title 24, Part 6 of the California Code of Regulations include requirements for non-residential building lighting, insulation, ventilation, and mechanical systems (CEC, 2015). Therefore, *the project would not conflict with or obstruct* any state or local plan for renewable energy or energy efficiency and the impact would be *less than significant.*

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

7. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii. Strong seismic ground shaking?			X	
iii. Seismic-related ground failure, including liquefaction?			X	
iv. Landslides?			X	
b. Result in substantial soil erosion or the loss of topsoil?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the most recent Uniform Building Code (1994), creating substantial director indirect risks to life or property?			X	

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

The proposed project would be located within the Santa Maria Valley, an east-west trending alluvial valley bounded to the north by the San Rafael Range and to the south by the Casmalia Range and the Solomon Hills. The Santa Maria River traverses the valley from east to west, emptying into the Pacific Ocean just west of the town of Guadalupe. The Santa Maria lies at the juncture between the northwest-trending southern Coast Range province and the east-west-trending Transverse Range province. The basin contains a relatively thick Miocene through Holocene age sequence of sedimentary rocks, some of which are prolific petroleum producing formations, and others that are highly productive ground water aquifers.

The Santa Maria Valley is located within a structural fold and thrust fault area; the axes of most of the structural elements in the region run northwest-southeast, parallel to the valley. The Santa Maria basin and adjacent southern Coast Ranges have been subjected to considerable uplift during the last 2 to 5 million years and are considered to be seismically active. Relatively little direct evidence of active faulting (such as offset of bedding or structures observed at a surface fault) has been observed in the region; however, broad bands of seismicity unrelated to surface faults and other evidence indicate the region is seismically active (City 1995).

Discussion:

a.

i. The project site is located approximately 1.25 miles southwest of the Santa Maria Fault, a known potentially active fault (DOC 2010). The Santa Maria Fault does not qualify for Earthquake Fault Zone status as identified by the State Geologist under the Alquist-Priolo Earthquake Fault Zones Act (DOC 2018). The proposed industrial development would be subject to standard construction standards and the seismic requirements specified in the California Building Code (CBC) to ensure all new buildings would be constructed to withstand the magnitude of earthquakes that could potentially occur within this area; *therefore, potential impacts would be less than significant.*

ii. Seismic ground shaking is influenced by the proximity of the site to an earthquake fault, the intensity of the seismic event, and the underlying soil composition. The Safety Element in the City's General Plan identifies the project site as being located within Zone A, which is described as underlain Holocene age alluvium (City 1995) the more hazardous of the two shaking zones the Element identifies. However, the Probabilistic Seismic Hazard Maps on the California Department of Conservation's website indicate that the entire Santa Maria Valley is located in a lower hazard area (DOC 2019). The effect of seismic ground shaking would be minimized through the implementation of the seismic requirements specified by the CBC and applicable City

standards for earthquake-resistant construction; *therefore, potential impacts would be less than significant*.

iii. Based on the Alquist-Priolo Earthquake Fault Zone Maps and related information available from the California Department of Conservation's website, the City of Santa Maria is not located within a designated liquefaction hazard area due to relatively deep groundwater levels in the area. According to the Safety Element in the City's General Plan, the soil conditions within the project site are not considered to be susceptible to liquefaction and there is no perched groundwater beneath the project site (City 1995). The project would be required to comply with CBC requirements and the City's building regulations; *therefore, potential impacts related to liquefaction would be less than significant.*

iv. Landslides typically occur in areas with steep slopes or in areas containing escarpments. Based on the Alquist-Priolo Earthquake Fault Zone Maps and related information available from the California Department of Conservation's website, the City of Santa Maria is not located within a designated landslide hazard zone. According to the Safety Element in the City's General Plan, the project site is not located within an area where landslide movements are anticipated to occur (City 1995). The project site is generally flat and is not located near slopes that would be susceptible to landslides; *therefore, the potential for impacts related to landslides would be less than significant.*

b. The underlying soil is SvA – Sorrento loam, 0 to 2 percent slopes, and is well drained with negligible surface runoff potential. The project would construct a new facility on mostly level impervious surfaces. The applicant would be required to adhere to conditions under the National Pollution Discharge Elimination System Permit (NPDES) issued by the Regional Water Quality Control Board and prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to be administered throughout project construction. The SWPPP would incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction from soil erosion would be reduced to less than significant. Additionally, the project proposes three new bio-retention basins and the use of an existing retention basin for the management of onsite stormwater runoff; *therefore, potential impacts would be less than significant.*

c. The following analysis is based on the Safety Element in the City's General Plan (1995):

Liquefaction or Collapse: The soil conditions present at the project site are not susceptible to liquefaction if substantial ground shaking events were to occur. Standard construction techniques would be employed to ensure no significant risk to human life would occur; *therefore, impacts related to liquefaction would be less than significant.*

Landslide: The project site is not located within a designated area where previous occurrences of landslide movement or local topographical, geological, geotechnical and subsurface water conditions indicate a potential for landslides to occur. The project site is relatively flat and is not located in the vicinity of slopes that would be susceptible to landslides; *therefore, impacts related to landslides would be less than significant.*

Lateral Spreading: The Natural Resource Conservation Service (NRCS) classifies the project's underlying soil type as SvA – Sorrento loam, 0 to 2 percent slopes, which is considered well-drained. As discussed above, the project site is not located within an area susceptible to liquifaction, is within a low hazard area for ground-shaking events, it is relatively flat, and it is not located in the vicinity of slopes that would be susceptible to landslides; *therefore, impacts related to lateral spreading would be less than significant.*

Subsidence: The Santa Maria area has not had significant subsidence issues despite historical oil drilling in the area. Although subsidence could occur, it is perceived to be an insignificant risk due to the absence of reported incidences (City 1995). Future development would be required to comply with the most recent CBC requirements, which would ensure protection of structures and occupants from seismic hazards; *therefore, impacts related to subsidence would be less than significant.*

d. According to the Safety Element of the City's General Plan, the project site is located in an area with expansive soils (City 1995). The U.S. Department of Agriculture (USDA) Soil Survey of the Northern Santa Barbara Area (July 1972) identifies the project area as being underlain by Sorrento loam (SvA), which is characterized as well drained with a moderate potential to be expansive (NRCS 2019). All future developments would be required to comply with the most recent CBC requirements which would ensure protection of structures and occupants from geo-seismic hazards, such as expansive soils; *therefore, impacts would be less than significant*.

e. No septic tanks or alternative wastewater disposal systems are proposed for this project. The City of Santa Maria requires sewer connections to the City's wastewater treatment system, by ordinance, per Title 8 of the Municipal Code; *therefore, no impacts would result from the use of a septic system.*

f. The City's General Plan identifies the project site as being underlain by Holocene age alluvium, a young substrate generally considered to have a very low potential to contain unique geologic or paleontological resources (City 1995). Grading would generally occur at shallow depths in non-native soil and previous fill material. As such, the project would not result in the risk of encountering underlying formations that have a potential for paleontological resources. *Therefore, potential impacts to a unique paleontological resource or site, or unique geologic feature would be less than significant*.

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

8. GREENHOUSE GAS EMISSIONS

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

The California Air Resources Board (CARB) is the lead agency for implementing climate change regulations in the State. Since its formation, the CARB has worked with the public, the business sector, and local governments to find solutions to California's air pollution problems.

Assembly Bill (AB) 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the emission reduction targets and to reduce greenhouse gases that contribute to global climate change. Pursuant to AB 32, the Scoping Plan must "identify and make recommendations on direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives" in order to achieve the 2020 goal and achieve "the maximum technologically feasible and cost-effective greenhouse gas emission reductions" by 2020 and maintain and continue reductions beyond 2020.

In summer 2016 the Legislature passed, and the Governor signed, SB 32, and AB 197. SB 32 affirms the importance of addressing climate change by codifying into statute the greenhouse gas emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's April 2015 Executive Order B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an IPCC analysis of the emissions trajectory that would stabilize atmospheric greenhouse gas concentrations at 450 parts per million CO2e and reduce the likelihood of catastrophic impacts from climate change.

The companion bill to SB 32, AB 197, provides additional direction to CARB on the following areas related to the adoption of strategies to reduce greenhouse gas emissions. Additional direction in AB 197 meant to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

Santa Barbara County Air Pollution District

SBCAPCD provides guidance for assessing and reducing the impacts of project-specific air quality emissions in the Environmental Review Guidelines (SBCAPCD 2015). However, SBCAPCD has not developed or adopted GHG significance thresholds for commercial or industrial projects.

Santa Barbara County Associations of Governments

The Santa Barbara County Association of Governments (SBCAG) adopted the 2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS; SBCAG 2017) in 2017 which responded to the State requirements in Senate Bill 375. The RTP/SCS aims to make land use assumptions and allocate forecast future growth consistent with those assumptions and the allocation of regional housing needs. Starting with land uses allowed by existing, adopted local General Plans, the land use assumptions, developed in close coordination with the planning staff of

SBCAG's member jurisdictions, selectively provide for intensification of residential and commercial land uses in urban areas proximate to existing transit. The intent of these changes is ultimately to shorten trip distances and reduce vehicle miles traveled by (1) directly addressing regional jobs/housing imbalance by providing more housing on the jobs-rich South Coast and more jobs in bedroom communities in the North County, and (2) promoting more trips, both local and inter-city, by alternative transportation modes, especially public transit.

City of Santa Maria

The City of Santa Maria has not adopted a climate action plan. However, the Resources Management Element of the General Plan (City 2001) contains several objectives that would either directly or indirectly reduce GHG emissions. The following policies would apply to the proposed project:

- **Objective 1.1.e Conservation.** Reduce the City of Santa Maria's present per capita water consumption rate through effective conservation measures and public awareness programs.
- **Objective 1.1.f Efficient Water Use**. Provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping, and recycling.
- **Objective 2.1.a Mobile Sources.** Facilitate the development and use of alternative transportation to the private automobile by implementing trip reduction and traffic mitigation measures, when appropriate.
- **Objective 2.1.b Stationary Sources.** Reduce air emissions associated with stationary sources through the implementation of source control measures, when appropriate.
- **Objective 2.1.g Land Use.** Reduce mobile air pollutant emissions through the use of pedestrian and transit-oriented design principles and minimize the impacts of stationary sources by locating these uses away from sensitive receptors (e.g. schools and hospitals).
- **Objective 2.1.h Community Design**. Design communities/neighborhoods so that housing, jobs daily needs and other activities are within easy walking distance of each other.
- **Objective 2.1.j Streets, pedestrian paths and bikeways.** Encourage the design of streets, pedestrian paths, and bike paths so that they are small and spatially defined by buildings, trees and lighting and discourage high speed traffic.
- **Objective 6.1.b(2) Energy Resources.** Encourage innovative building and site design which maximizes energy efficiency in private and public facilities.

Methodology

Calculations of CO2, CH4, and N2O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO2, CH4, and N2O because these make up 98 percent of all GHG emissions by volume and are the GHG emissions that the anticipated commercial development would emit in the largest quantities (IPCC 2014).

Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper (CAPCOA 2008) and included the use of the California Climate Action Registry (CCAR) General Reporting Protocol (CCAR 2009). GHG emissions associated with the project were calculated CalEEMod version 2016.3.2 (see Appendix A of the Rincon Consultants Air Quality and Greenhouse Gas Emissions Study for calculations).

Construction Emissions.

California Air districts have recommended amortizing construction-related emissions over the lifetime of the project in conjunction with the project's operational emissions. Neither the SBCAPCD nor the City of Santa Maria has provided guidance on what the amortization period for individual projects should be, and the period considered varies among Air Districts. To provide a conservative estimate of emissions, Rincon Consultants used the SLOAPCD 25-year amortization period for this project's analysis.

Operational Emissions

CalEEMod provides operational emissions of CO2, N2O, and CH4. Emissions from energy use include electricity and natural gas use. CalEEMod also calculates emissions from electric and gas energy consumption, Emissions associated with area sources, from waste generation, and from water and wastewater usage.

A large portion of operation emissions are created from mobile sources, with CalEEMod calculating the CO2 and CH4 emissions from vehicle trips to and from the project site. The trips were based on the Traffic and Circulation Study prepared for the project by ATE (2019). Because CalEEMod does not calculate N2O emissions from mobile sources, N2O emissions were quantified using guidance from CARB (CARB 2013; see Appendix B of the Rincon Consultants Air Quality and Greenhouse Gas Emissions Study for calculations), which states the following:

- For gasoline vehicles, use 4.16 percent of NOX emissions (from CalEEMod) to calculate N2O for all gasoline vehicles; and
- For diesel vehicles, use 0.3316 grams of NOX per gallon fuel used.

Significance Thresholds

Appendix G of the CEQA Guidelines considers a project to have a significant impact related to GHG emissions if the project would:
Generate greenhouse gas emissions,

1. Either directly or indirectly, that may have a significant impact on the environment; or
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

In addition, CEQA Guidelines Section 15064.4(b) states that a lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.
- Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions.

  The SBCAPCD has developed a GHG threshold of 10,000 metric tons of CO_2e per year for stationary projects, which include equipment, processes, and operations that require an SBCAPCD permit to operate. However, this threshold does not apply to land development

projects. Neither the City of Santa Maria nor SBCAPCD has developed or adopted GHG significance thresholds for commercial or industrial projects. Therefore, this analysis evaluates the project's GHG emissions based on the San Luis Obispo Air Pollution Control District (SLOAPCD) Greenhouse Gas Thresholds, as adopted in April 2012.

According to SLOAPCD GHG thresholds, a proposed project would not have a significant GHG effect on the environment, if operation of the project would:

- Be consistent with a Qualified Greenhouse Gas Reduction Plan;
- Result in operational-related greenhouse gas emissions of less than ~~**1,500**~~ **1,150** metric tons of CO_2e per year; or
- Result in operational-related greenhouse gas emissions of less than 4.9 metric tons of CO_2e per service population (residents plus employees).

As mentioned previously, there is no applicable qualified GHG reduction plan for projects in the City of Santa Maria, and because the project is a relatively small commercial development, an efficiency threshold based on service population would be inappropriate. To be consistent with SB 32, the project would need to emit no more than 690 MT CO2e in 2030 to be on trajectory to meet the 2030 reduction established by SB 32. Therefore, the threshold for this project is 690 MT of CO2e per year.

Discussion:

a. Construction of the project would emit GHG through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers and vendors traveling to and from the project site. Based on the CalEEMod results, construction activity generated by the anticipated commercial development would generate an estimated 492 MT CO2e. Amortized over a 25-year period, construction of the anticipated commercial development would generate approximately 20 metric tons of CO2e per year.

   The Rincon analysis identified that the combined annual GHG emissions from the anticipated commercial development would be approximately 358 MT of CO2e per year, which would not exceed the applicable SB 32 adjusted threshold of 690 MT of CO2e per year. Therefore, the anticipated commercial development would *not result in a potentially significant increase in GHG emissions*.

b. The City of Santa Maria has not adopted a climate action plan. In May 2015, the County of Santa Barbara adopted the Energy and Climate Action Plan (ECAP; County 2015); however, the ECAP applies to unincorporated areas of Santa Barbara County and not incorporated cities such as Santa Maria. The SBCAG has incorporated a sustainable community strategy into its 2040 RTP/SCS plan, 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 and objectives related to mixed-use development and the jobs-housing balance. The RTP/SCS seeks to address the jobs/housing balance directly by allotting more jobs to the North County, including the City of Santa Maria. The proposed project would not include residential units and therefore would not increase population projections. In addition, the proposed project would create job opportunities within the City to increase the jobs-to-housing ratio.

Lastly, the project would locate a truck center for sales and repairs in the city, which will reduce long trips from the city to find similar specialized commercial services elsewhere in the region. Providing these specialized services in the city will reduce vehicle miles traveled by local residences and businesses.

Therefore, the *proposed project would be consistent with the goals of the SBCAG 2040 RTP/SCS*.

Absent any other local or regional Climate Action Plan, the proposed project was analyzed for consistency with the CARB Scoping Plan. The proposed project would be consistent with the Scoping Plan measures, including the following.

- California Light-Duty Vehicle Greenhouse Gas Standards. The standards would be applicable to light-duty vehicles that would access the project site.
- Energy Efficiency. The project would increase its energy efficiency through compliance with the current Title 24 standards.
- Low Carbon Fuel Standard. Vehicles that access the project site would comply with the standard, by way of consuming transportation fuel that will meet the goal of a 10 percent reduction in carbon intensity by 2020.
- Recycling and Waste. The project would contribute toward a Statewide reduction in waste by utilizing the City of Santa Maria recycling services, which are subject to State recycling mandates.
- Reduce Diesel PM. CARB has adopted regulations to equipment (e.g., trucks, buses, tractors, cargo handling equipment, etc.) and diesel fuels. The project would provide service and repair activities for many of these vehicle types, and provide new vehicles complying with current air quality standards for purchase.

The 2017 Scoping Plan outlines a pathway to achieving the reduction targets set under SB 32, which is considered an interim target toward meeting the State's long-term 2045 goal established by EO B-55-18. As discussed in Significance Thresholds, the project would impede "substantial progress" toward meeting the SB 32 and EO B-55-18 targets if GHG emissions exceed SLOAPCD's bright line threshold adjusted to achieve the SB 32 2030 goal. As discussed above, the project's GHG emissions would not exceed the adjusted threshold. As a result, the *project would not conflict with the 2017 Scoping Plan and EO B-55-18.*

Mitigation Measure(s) incorporated into the project: Based on the analysis presented above, GHG emissions released during construction and operation of the project are estimated to be lower than significance thresholds and would not be cumulatively considerable. The proposed project would be consistent with the SBCAG's RTP/SCS and the goals of AB 32 and the *2017 Scoping Plan and EO B-55-18*. In addition, the project would include energy efficient standards in new facilities and would not conflict with any applicable renewable energy plans. Therefore, *the project would have a less than significant impact on energy resources and would result in less than significant GHG emissions* and mitigation would not be required.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Discussion:

a. Grading and construction activities would require the use of equipment, such as trucks, excavators, and other powered equipment, and would therefore use fuels (gasoline or diesel) and lubricants (oils and greases). The use of hazardous materials and substances during construction would be subject to the federal, state, and local health and safety requirements for the handling, storage, transportation, and disposal of hazardous materials.

Construction activities that involve hazardous materials would be governed by several agencies, including the California Environmental Protection Agency (CalEPA), Caltrans, California Division of Occupational Safety and Health (Cal/OSHA), and Department of Toxic Substances Control (DTSC). Best Management Practices would be in place to ensure the lawful and proper storage and use of these materials. Compliance with these regulations would result *in less than significant hazardous material impacts related to construction activities*.

During operation it is anticipated that the truck dealership and repair facility may store and handle fuels (gasoline or diesel) and lubricants (oils and greases) during operation. All potentially hazardous materials would be used and stored in accordance with manufacturers'

instructions and handled in compliance with federal, state, and local health and safety standards and regulations, including the Federal Resource Conservation and Recovery Act (RCRA), Title 49 of the Code of Federal Regulations (CFR), California Vehicle Code and the California Health and Safety Code.

The project would not involve the routine transport of hazardous materials. Compliance with the previous mentioned standards and regulations would ensure that the proposed project would not result in significant impacts to the public or environment from the routine transport, use, or disposal of hazardous materials. *Thus, impacts would be less than significant.*

b. Construction and operational activities of the proposed project would require the use of some hazardous materials such as fuels, oils, paints, solvents, and glues. All potentially hazardous materials used during construction or operation of the proposed project would be handled, stored, and disposed of in accordance with the manufacturers' specifications and applicable regulations. *Thus, impacts would be less than significant.*

c. The nearest existing schools to the project include:

- Sanchez Elementary School located approximately 0.4 miles to the east;
- Liberty Elementary School located approximately 0.60 miles to the south;
- Adams Elementary School located approximately 0.6 miles to the east.

A proposed planned development located directly east could place a school within 0.25 miles of the project site. However, the facility is not proposed to handle hazardous or acutely hazardous materials, substances, or waste in quantities that would cause a reasonably foreseeable hazardous impacts beyond the site. *Therefore, impacts related to hazardous emissions within one quarter mile of a school would be reduced to less than significant.*

d. Based on a search of the California Environmental Protection Agency's Cortese List (CalEPA 2018), Department of Toxic Substances Control's EnviroStor website (DTSC 2018), and the State Water Resources Control Board's GeoTracker website (SWRCB 2018), there are no known active hazardous material sites located near the project site. The proposed improvements for this project would primarily occur aboveground and would not be located on a site that could create a significant hazard to the public or the environment. *Therefore, impacts related to location on a site included on a list of hazardous material sites would be less than significant.*

e-f. The project is located within 2 miles of the Santa Maria Public Airport. Based on the Santa Barbara County Airport Land Use Plan (SBCAG 1993) and the Safety Element in the City's General Plan, the project site is not within the Santa Maria Airport area of influence or noise contours. Additionally, based on the Draft Airport Land Use Compatibility Plan (County 2019), the project site would still not be located within the airport's noise contours. Based on the current adopted 1993 Santa Barbara County Airport Land Use Plan, *no impacts would occur related to safety hazards related to working or residing within close proximity to a public airport or private airstrip.*

g. The proposed project does not include any characteristics or features that would interfere with an adopted emergency response plan or emergency evacuation plan. The project would not result in the closure of any roads. All access and circulation routes to and from the project site would be developed in compliance with local and state safety regulations and all improvements would be required to comply with applicable California Fire and Building Code requirements pertaining to emergency access; *therefore, impacts related to interference with an adopted emergency response plan or evacuation plan would be less than significant*

g. The project site is primarily surrounded by urban development or intensive agriculture on all sides and is not located adjacent to a wildland area or a state responsibility area. According to the Safety Element in the City's General Plan, the Santa Maria Valley is not susceptible to high wildland fire risks (City 1995). This conclusion is further supported by the Cal Fire, Fire Hazard Severity Map, dated November 6, 2007, (CalFire 2007). This map indicates that the project site is not located within a Very High Fire Hazard Severity Zone. The proposed project is not located in or near a state responsibility area or lands classified as very high hazard severity zones; *therefore, the project would not be exposed to risks from wildland fires*, *and there will be no impact.*

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project, with Local, State and Federal regulations applied, would not result in potentially significant impacts related to hazardous materials; therefore, no project mitigations are necessary.

10. HYDROLOGY AND WATER QUALITY

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

The closest body of water to the project site is the Santa Maria River, located approximately 3.25 miles northeast of the project site. Based on the Federal Emergency Management Agency (FEMA) Flood Map Service Center, the project site is not located within a 100-year floodplain.

Based on the California Department of Conservation Santa Barbara County Tsunami Inundation Maps, the project site is not located within an area with the potential for tsunami inundation.

Discussion:

a. The proposed project would require on-site grading, which could result in the erosion of onsite soils and sedimentation during heavy wind or rain events. The proposed project would be required to comply with all local, state and federal requirements, including a state Construction General Permit, which requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMPs) to control the discharge of pollutants, including sediment and erosion, into local surface water drainages. The project would further be required to comply with the adopted standards contained within the City of Santa Maria's Municipal Code, Section 8-12 (Wastewater) and 8-12A (Stormwater). Section 8-12A.04 also incorporates the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region (Central Coast Regional Water Quality Control Board, Resolution No. R3-2013-0032). By incorporating these design provisions and permit review and approval procedures by the City, the project would not violate water quality standards and waste discharge requirements; *therefore, impacts would be less than significant.*

b. The City of Santa Maria derives water from multiple supply sources including local groundwater, purchased water from the SWP, associated return flows recaptured from the Santa Maria Groundwater Basin, assigned rights to water from the Santa Maria Groundwater Basin, and assigned rights to augmented yield from Twitchell Reservoir. The City's groundwater supplies are derived from seven active groundwater wells within the Santa Maria Groundwater Basin, which have a capacity of 23,426 AFY. Between 2010 through 2015, the extracted groundwater averaged 5,327 AFY. According to the 2017 Annual Hydrologic Report, the groundwater basin continues to remain within historical range, which confirms the sufficiency of this water supply to meet the City's domestic needs (City 2016b). According to the UWMP, the City's water supply is expected to reliably meet the projected demands (the CalEEMod analysis indicates approximately 12 AFY) through 2040, and as such, the proposed project would not 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; *therefore, impacts would be less than significant.*

c. The proposed project would result in a total building area of approximately 40,000 square-feet with an additional paved area of 251,350 square-feet, and 22,000 square-feet of concrete area, resulting in approximately 82% of the site in impervious surfaces, The remaining area of the project site would be used for landscaping and retention basins. Consistent with the City Municipal Code (Chapter 8-12A) and the Central Coast Regional Water Quality Control Board's stormwater regulatory requirements, the project would construct bio-retention basins to convey and infiltrate stormwater from a 95th percentile storm event. The drainage system would be designed to control the flow rate of on-site runoff so that it would not exceed predevelopment conditions and the drainage patterns of the area would remain unaltered.

   The on-site storm drain system would be designed to comply with mandatory requirements for National Pollution Discharge Elimination System (NPDES) for siltation and sediment control. Additionally, a Stormwater Control Plan (SCP) has been prepared and the City Utilities Department has determined that the SCP meets Tier 4 performance requirements. Implementation of these requirements would avoid potential impacts related to onsite erosion, siltation, flooding, and runoff; *therefore, impacts would be less than significant.*

d. In 2016, the City of Santa Maria prepared a Hazard Mitigation Plan (an annex to the Santa Barbara County Operational Area Hazard Mitigation Plan) which describes specific hazard prevention measures and floodplain development requirements for projects that could be subject to flooding. Principally, the Santa Maria River levee, built by the U.S. Army Corp of Engineers, has been designed to protect the City from a 100-year flood event. The FEMA Flood Insurance Rate Map (FIRM) indicates that the project area is located entirely within Flood Zone X, an area of minimal flood hazard outside the 100-year flood zone (Panel 06083C0180F, effective 09/30/2005 and 06083C0187F, effective 09/30/2005; FEMA 2018). Additionally, the City of Santa Maria's General Plan Safety Element does not show the project within the City's flood hazard area. The proposed project does not involve the development of housing and would not place people or housing within a flood hazard zone or impede or redirect flood flows; *therefore, no impacts would occur.*

   Twitchell Dam is the closest potential source of dam inundation in the City of Santa Maria, located approximately ten miles northeast 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. The City of Santa Maria's General Plan Safety Element does not show the project within the City's flood hazard or dam inundation area. The project is an expansion of an existing facility that is currently at a low risk of flooding and as a result the project would not be at a significant risk from flooding, including flooding as a result of the failure of a levee or dam; *therefore, potential impacts from dam failure are less than significant.*

e. The project area is approximately nine miles from the Pacific Ocean and would not be at risk of inundation by a tsunami. There are no bodies of water in the vicinity of the project site that are large enough to produce a seiche and the project site is not located in an area prone to landslides, mud slides, soil slips, or slumps; *therefore, no impacts would occur.*

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

11. LAND USE AND PLANNING

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

The project is located in in the GI (General Industrial) General Plan Land Use Designation and corresponding M-2 (General Manufacturing) zoning district (City 2019). The GI (General Industrial) land use designation is intended to provide areas for all types of heavy industrial uses, particularly that need to be separated from other land uses because of the impacts associated with activities such as heavy truck traffic, noise, odor, or dust.

Discussion:

a. The project would be infill development within the built community and would not create, close, or impede any existing public or private roads, or create any other barriers to movement and accessibility within the community. *Therefore, the proposed project would not physically divide an established community and no impacts would occur.*

b. The proposed Project is consistent with the existing land use designation of GI (General Industrial), as well as the existing zoning of M-2 (General Manufacturing). The new facility would be similar in mass and character to that of the previously developed adjacent manufacturing facilities. The project was reviewed by the Zoning Administrator for consistency with applicable City of Santa Maria policies and ordinances and determined to be consistent with applicable planning documents. The proposed project would not conflict with existing City plans or policies; *therefore, potential impacts would be less than significant.*

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

12. MINERAL RESOURCES

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

Discussion:

a,b. According to Resources Management Element in the City's General Plan, the project site is located within operational, existing, or abandoned oil facilities. The California Department of Conservation's Division of Oil, Gas and Geothermal Resources (DOGGR) Well Finder confirms that there are no active oil wells within the project site or vicinity. The project is also located in the MRZ-2 zone, an area where adequate information indicates the presence of mineral deposits. While the Santa Maria River channel is considered to be a valuable mineral resource for sand and rock, the project site is located over three miles south of the river. Based on the location and small size of the site, the project site would not be conducive for sand and rock mining or production. *Therefore, impacts to mineral resources would be less than significant.*

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

13. NOISE

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

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

Based on the City Land Use Element, the project is not located within a Major Noise Impact Area or within the Airport Safety Zone (City 2011a). The Noise Element in the City's General Plan includes noise compatibility standards for noise exposure by land use. The noise standards for industrial land uses are 65 interior and 70 exterior dB CNEL.

Discussion:

a. The project is located in in the GI (General Industrial) General Plan Land Use Designation which is intended to provide areas for all types of heavy industrial uses, particularly projects that need to be separated from other land uses because of the impacts associated with activities such as heavy truck traffic and noise. The project is surrounded by similar uses, with the nearest existing sensitive receptors located approximately 525 feet southeast in a low-density single family residential development on the south side of La Brea Ave., and protected by an eight-foot tall masonry sound wall..

Construction Impacts. Construction of the project may generate noise and groundborne vibration associated with construction equipment and vehicle use. Anticipated equipment during construction includes large trucks, track hoe excavators, front end loaders, rock crusher, bull dozers, road graders, hydraulic boom crane, and lifts. Pursuant to the City's Noise Ordinance, construction activity is limited to daytime hours between 7:00 a.m. and 7:00 p.m. on weekdays, and between 8:00 a.m. and 6:00 p.m. on Saturdays, and prohibited on Sundays and federal holidays. The project construction and operation would comply with all mandatory noise requirements set forth in the City's Noise Ordinance. The project does not propose pile driving or other high impact activities that would generate substantial noise

during construction, and would not create a substantial temporary or periodic increase in ambient noise levels in the project vicinity. The project would comply with all applicable noise standards; *therefore, short-term construction-related impacts related to noise would be less than significant.*

Operational Impacts. The project is a commercial vehicle dealership and repair facility. The City's standard for manufacturing, warehousing, and agricultural facilities within the industrial land use category is 70 dBA CNEL. Noise generation from trucks entering and leaving the facility, and the use of tools and other repair bay activities would likely be the largest contributor to elevated CNELs. Trucks would enter and exit the facility from Stowell Road. These levels of activities and associated noise would be consistent with the designated land use. The CNEL levels anticipated with these activities would not exceed the 70 dBA CNEL threshold for the industrial land use category. The project site is 525 feet north of the nearest sensitive receptors, a single family residential neighborhood on the south side of La Brea Ave. and protected by an eight-foot tall masonry sound wall. The proposed project would not permanently increase ambient noise levels above existing levels or expose persons to long-term noise levels that exceed applicable noise standards; *therefore, long-term operational impacts from noise would be less than significant.*

c. The project site is located approximately 1.7 miles north of the Santa Maria Public Airport and is outside of the 60 CNEL noise contour as identified by the City of Santa Maria's General Plan Noise Element. Based on the Draft Airport Land Use Compatibility Plan (County 2019), the project site is not located within the airport's noise contours. The project is not located near any other public or private airports/airstrips. *Therefore, no impact would occur*.

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

14. POPULATION AND HOUSING

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

Discussion:

a. The proposed project would develop a commercial vehicle dealership and repair facility in an area zoned for M-2 (General Manufacturing). The facility will provide new jobs within the City to help toward a jobs-housing balance. The proposed project would be located in an urbanized portion of the city with existing infrastructure and the new jobs that would be

created are likely to be filled by the existing employment base. As a result, the proposed project is not expected to induce substantial or unplanned population growth in the project area; *therefore, impacts would be less than significant.*

b. The project is located in an area planned and zoned for industrial development. The project site is neither suitable nor appropriately zoned to allow for residential development and would not displace existing housing or people, or necessitate the construction of additional housing; *therefore, no impacts related to the displacement of housing or people would occur.*

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

15. PUBLIC SERVICES

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

Fire and police protection services are provided by the City of Santa Maria. The City is served by six fire stations, where all risk emergency services, as well as public education programs, fire prevention, and life safety measures are provided to the City's residents by the Fire Department. The City of Santa Maria Police Department provides law enforcement services for the City. Orcutt and the other unincorporated areas of the County are served by the Santa Barbara County Sheriff's Department. The Santa Maria-Bonita School District serves the City's elementary and junior high-schools, where the high-schools are served by the Santa Maria Joint Union High School District.

Discussion:

a.

i. The project site would continue to be served by the City of Santa Maria Fire Department. The nearest fire station is Fire Station #2, located at 416 Carmen Lane, approximately 2 miles southeast of the project site. The new and existing project facilities would be required to be outfitted with a fire suppression system and would be subject to the City and State Fire Safety and Building codes. The

proposed project would not impose a significant increase in demand for fire protection services during construction or operation. No new or physically-altered public service facilities or personnel would be required as a result of the proposed project; *therefore, potential impacts would be less than significant.*

ii. The project site would continue to be served by the City of Santa Maria Police Department, located approximately 1.5 miles away at 1111 West Betteravia Road. The project does not propose a new use or activity that would require additional police services above what is normally provided for similar general manufacturing uses developments. The proposed project would not result in an increased demand for police protection; *therefore, potential impacts would be less than significant.*

iii. The project site is located within the Santa Maria-Bonita and Santa Maria Joint Union High-School Districts. As discussed previously, since the project would not be growth-inducing, it would not result in a significant increase in school-aged children in the area. Implementation of the proposed project would not result in any significant impacts to local schools; *therefore, impacts would be less than significant.*

iv. The nearest park to the project site is Minami Park, located approximately 0.8 mile east of the project site. The proposed project would not induce population growth or contribute significantly to the demand on park facilities; therefore, although employees and customers of the facility may on occasion use the area parks, the project would not result in any direct or indirect significant impacts to park facilities; *therefore, impacts would be less than significant.*

v. Improvements to Stowell Road are required of the project. The proposed public improvements would be constructed in accordance with city and state standards and subject to approval by the City Engineer; *therefore, impacts related to public services would be less than significant.*

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

16. RECREATION

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

The City of Santa Maria's recreation system is comprised of several local parks and recreational facilities, which are managed by the Department of Recreation and Parks. Minami Park is located approximately 0.9 mile east of the project site and provides amenities such as a playground, basketball courts, a sand volleyball court, softball field, lighted tennis courts, bocce ball, and a large open grass area.

Discussion:

a. The proposed project would not contribute to population growth or otherwise place an increased demand on existing recreational facilities; *therefore, no impact would occur.*

b. The project does not include the construction or expansion of recreational facilities and would not require the construction or expansion of existing recreational facilities in the project area; *therefore, no impacts would occur.*

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

17. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		X		
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d. Result in inadequate emergency access?			X	

Discussion:

a,b. The project proposes to construct an approximately 40,000-square-foot structure, which will include commercial vehicle sales and rental offices, parts warehousing, and repair bays, with a site providing approximately 300 parking spaces for customers, employees, and truck inventory parking. The facility is estimated to employ 40 persons, the vast majority likely to live within City of Santa Maria. The traffic analysis estimates a total of 248 trips per day to and from the facility.

Associated Transportation Engineers prepared a traffic analysis (ATE, May 21, 2019) for the proposed project. The Institute of Transportation Engineers (ITE) Trip Generation manual does not include "commercial vehicle dealerships" therfore a trip generation study was completed at a similar California Truck Center. The analysis concluded the project would generate approximately 248 daily trips, which would still be consistent with the CMP and would not alone generate significant impacts based on the adopted impact criteria.

Access to the project site would be provided via two driveways to Stowell Road. The ATE analysis concluded the low traffic volumes generated by the project will allow these two driveways to operate at a level of service (LOS) of C or better.

Improvements to Stowell Road are required of the project. The proposed public improvements would be constructed in accordance with city and state standards and subject to approval by the City Engineer.

The project would be subject to a traffic mitigation fee per the Santa Maria Municipal Code Sections 8-15.01 through 8-15.15 and 8-15.18 which would be used for roadway and infrastructure improvements (City 2016a). The project would not conflict with adopted policies, plans or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities.

ATE (ATE 2018b) determined that cumulative impacts to the Stowell Road and Blosser Road intersection would occur in conjunction with other proposed projects. Under cumulative conditions, the study determined that the intersection would operate at LOS E during the peak-hour period. The study further determined that intersection operations could be improved to LOS D if a right-turn lane was installed on the eastbound Stowell Road approach. This impact can be made less that significant with mitigation, implementing one of the following three options:

- Option #1: Install a right-turn lane on the eastbound Stowell Road approach. This option may require acquisition of additional right-of-way from the adjacent developed property south of Stowell Road. The City is currently processing a development application for the Lineage Logistics Project on the property south of Stowell Road. It is recommended that the City acquire a dedication of the right-of-way necessary from this property owner if needed. Option 1 would provide LOS D (ICU 0.87) and mitigate the cumulative impact.
- Option #2: Install a right-turn lane on the northbound Blosser Road approach. This option may require right-of-way from the adjacent undeveloped property east of Blosser Road. The City is currently processing an application to change the zoning on this property (Acquistapace Specific Plan). It is recommended that the City consider acquiring the necessary right-of-way from that property owner if right-of-way is needed. Option 2 would provide LOS D (ICU 0.89) and mitigate the cumulative impact.
- Option #3: Install both the eastbound right-turn lane on Stowell Road and the northbound right-turn lane on Blosser Road. Option 3 would provide LOS D (ICU 0.82) and mitigate the cumulative impact. Installation of both right-turn lanes would also provide additional intersection capacity for future traffic growth.

c. The project would not change the design or alignment of any adjacent roadways and does not include any road improvements or design features that would increase hazards or introduce incompatible uses. All improvements would adhere to the City of Santa Maria Municipal Code Section 12-33 (Commercial and Industrial Performance Standards) as well as Sections 12-27.02 and 12-27.03 regarding site distance requirements (City 2016a); *therefore, potential impacts related to hazardous design features would be less than significant*.

d. The project would be required to conform to City's Municipal Code Chapter 7 regarding traffic and safety regulations (City 2016a). Emergency access into the project site would be provided directly off Stowell Road. Additionally, the project has been reviewed by the City of Santa Maria Fire Department and would be required to provide minimum width access roads to allow fire apparatus access to the proposed building. Access and circulation would be designed to comply with all safety and street improvement standards per the City's Fire Department requirements and the City's traffic regulations; *therefore, potential impacts related to emergency access would be less than significant.*

Mitigation Measure(s) incorporated into the project:

TR-1 The project shall implement improvements at the Stowell/Blosser intersection necessary so that intersection operations are improved to Level of Service D. Prior to issuance of building or grading permits, the applicant shall work with the City's Public Works Department to determine which of the three following options will best achieve the LOS D. The applicant shall be responsible for the construction of that improvement prior to commencement of operations at the project facility, or alternative to construction acceptable to the City's Public Works Department:

- Option #1: Install a right-turn lane on the eastbound Stowell Road approach. This option may require acquisition of additional right-of-way from the adjacent developed property south of Stowell Road. The City is currently processing a development application for the Lineage Logistics Project on the property south side of Stowell Road. It is recommended that the City acquire a dedication of the right-of-way necessary from this property owner if needed. Option 1 would provide LOS D (ICU 0.87) and mitigate the cumulative impact.
- Option #2: Install a right-turn lane on the northbound Blosser Road approach. This option may require right-of-way from the adjacent undeveloped property east of Blosser Road. The City is currently processing an application to change the zoning on this property (Acquistapace Specific Plan). It is recommended that the City consider acquiring the necessary right-of-way from that property owner if right-of-way is needed. Option 2 would provide LOS D (ICU 0.89) and mitigate the cumulative impact.
- Option #3: Install both the eastbound right-turn lane on Stowell Road and the northbound right-turn lane on Blosser Road. Option 3 would provide LOS D (ICU 0.82) and mitigate the cumulative impact. Installation of both right-turn lanes would also provide additional intersection capacity for future traffic growth.

18. TRIBAL CULTURAL RESOURCES

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

Discussion:

a.

i, ii The proposed Project is on a vacant site which has been graded, has been used for agriculture. The potential for the existence of buried archaeological materials within the project area is considered low based on the historic physical setting, the previous grading, the long ago use of the site for agriculture, the regular clearing of vegetation off the site, and extent of those previous disturbances. The project site does not contain any known tribal cultural resources that have been listed, or are eligible for listing, in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). The Lead Agency has not identified any significant resource as defined in Public Resources Code section 5024.1, on the site. The Project would not cause an adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. The Project would have no significant impact to historical resources and no mitigation is required.

The City has notified California Native American tribes who have formally requested notification on CEQA projects under Assembly Bill 52. This notification affords California Native American tribes the opportunity for consultation pursuant to Public Resources Code § 21080.3.1. The Santa Ynez Tribal Elders Council is the only area tribe to requested notification. The City has notified the Santa Ynez Tribal Elders Council of this proposed project. The representative for the tribe made phone contact with the City on October 18, 2019. The representative had visited the site, and based on that site inspection, did not believe the site warranted any additional site investigation or archeological study. Additionally, the representative indicated that a

monitor was not necessary. However the representative did request that a "discovery clause' be added whereby work would cease and the Tribe would be notified if a tribal cultural resource was inadvertently discovered during ground-disturbing activities.

Mitigation Measure(s) incorporated into the project:

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

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

19. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c. Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion:

a,b. The proposed project is not expected to be a high water user, and would connect to an existing water main on Stowell Road to provide water. The project will be required to comply with Chapter 8-12 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 or compliance with its discharge requirements. Therefore, the wastewater treatment requirements of the Central Coast Regional Water Quality Control Board would not be exceeded, and *potential impacts would be less than significant*.

The project would construct three separate bio-retention basins and utilize an existing retention basin to convey and infiltrate stormwater from a 95th percentile storm event. The drainage system would be designed to control the flow rate of on-site runoff so that it would not exceed predevelopment conditions and the drainage patterns of the area would remain unaltered. All on-site stormwater management design features would be consistent with the City of Santa Maria standards and specifications and would be approved by the City Engineer. The City is covered by the State Water Resources Control Board (SWRCB) Order No. 2013-0001-DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000004. The City Municipal Code includes Chapter 8-12A (Stormwater Runoff Pollution Prevention) as part of meeting the state requirements. Section 8-12A.04 prohibits stormwater discharges unless they are in conformance with the statewide General Permit and with the specific requirements of the RWQCB Resolution No. R3-2013-0032 Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region. The stormwater improvements to detain and biologically treat stormwater prior to its discharge would all be on-site. The project would not necessitate the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities. No offsite drainage improvements or modifications would be necessary; *therefore, potential impacts would be less than significant.*

c. Wastewater treatment services would be provided to the project site by the City of Santa Maria's Utility Department and treated at the waste water treatment plan, which has a capacity of 13.5 million gallons a day. The City of Santa Maria's 2015 Urban Water Management Plan estimates that by 2020, the City will treat up to 8.7 million gallons a day of wastewater (City 2016b). The project is not a high water user, is estimated to produce under 7,000 gallons of wastewater per day, and therefore would not necessitate the expansion of an existing wastewater facility based on the City's current treatment capacity. The existing City facilities have sufficient capacity to serve the proposed project and implementation of the project would not require the construction of a new water or wastewater facilities to serve the project. *Therefore, impacts would be less than significant.*

d,e. The proposed project would rely on the City's solid waste collection services and facilities. The proposed project would result in approximately 40,000 sf of new building area, which per the City of Santa Maria's minimum industrial collection development standards (Standard

Detail MS-16A) would require approximately five new 4-cubic yard trash bins and five new 4-cubic yard recycle bins. Based on the existing and projected available capacity of the solid waste facility, the proposed development would not result in the need for new or expanded solid waste facilities.

The City of Santa Maria currently disposes of solid waste at the Santa Maria Regional Landfill, located at 2065 E Main Street in Santa Maria, with estimated remaining capacity of 3,030,720 cubic yards. The City has also initiated development of a new landfill in the City – the Santa Maria Integrated Waste Management Facility (Los Flores Ranch Landfill; Facility No. 42-AA-0076), located in the Solomon Hills approximately 8 miles southwest of the City of Santa Maria and 0.5 mile east of U.S. Highway 101 in an unincorporated portion of Santa Barbara County. The new facility will have a design capacity of approximately 131 million cubic yards of waste with an estimated closure date of 2105. The permit for the new facility is consistent with the Santa Barbara County Integrated Waste Management Plan, which was approved by the California Department of Resource Recycling and Recovery (CalRecycle) on October 18, 2011 as well as the standards adopted by the CalRecycle, pursuant to Public Resources Code (PRC) 44010. In addition, the design and planned operation of the facility is consistent with the State Minimum Standards for Solid Waste Handling and Disposal as determined by the enforcement agency based on review of the January 11, 2011 Joint Technical Document, pursuant to PRC 44009. Additionally, the proposed facility expansion would be required to comply with applicable federal, state, and local regulations regarding solid waste; *therefore, impacts associated with solid waste and the need for new or expanded solid waste facilities would be less than significant*.

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

19. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones,

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

Discussion:

a. The proposed project does not include any characteristics or features that would interfere with an adopted emergency response plan or emergency evacuation plan. The project would not result in the closure of any roads. All access and circulation routes to and from the project site would be developed in compliance with local and state safety regulations and all improvements would be required to comply with applicable California Fire and Building Code requirements pertaining to emergency access; therefore, the project would not impact an adopted emergency response plan or evacuation plan.

b. The project site is primarily surrounded by urban development on all sides (with the exception of an undeveloped lot to the east where a planned development is proposed) and is not located adjacent to a wildland area or a state responsibility area. According to the Safety Element in the City's General Plan, the Santa Maria Valley is not susceptible to high wildland fire risks (City 1995). This conclusion is further supported by the Cal Fire, Fire Hazard Severity Map, dated November 6, 2007 (CalFire 2007). This map indicates that the project site is not located within a Very High Fire Hazard Severity Zone. The proposed project is not located in or near a state responsibility area or lands classified as very high hazard severity zones; therefore, the project would not be exposed to risks from wildland fires and impacts would be less than significant.

c. The site is in an urban area, with adjacent industrial development and intensive farming operations. The Project is adjacent to the Stowell Road, which is existing and partly developed. Connections to existing utilities will be required of the project, and these connections will be sized to adequately serve the facility. These improvements will not exacerbate fire risk therefore the project would cause no impact.

d. The Project Site is relatively flat. The Project Site is not located within an area that has been identified by the State of California as being potentially susceptible to seismically induced landslides, nor is the site within a flooding hazard zone. The Proposed Project would not expose people or structure to significant downstream flooding impacts as a result of runoff or drainage changes. Implementation of the Proposed Project would not exacerbate the existing downslope or downstream flooding or landslides. Impacts would be less than significant.

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

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CONSULTATION AND DATA SOURCES

CONSULTATION SOURCES

City Departments Consulted

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

County Agencies/Departments Consulted

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

Special Districts Consulted

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

State/Federal Agencies Consulted

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

DATA SOURCES

General Plan

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

Other

	Agricultural Preserve Maps
X	Archaeological Maps/Reports
X	Architectural Elevations
	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)
X	URBEMIS Air Quality Model
X	Zoning Maps

MANDATORY FINDINGS OF SIGNIFICANCE

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

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS

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

DETERMINATION

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

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

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

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

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

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

____ Finds that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to acceptable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Frank Albro **Environmental Analyst**	**Chuen Ng** **Environmental Officer**
Date	**Date**

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: Central Coast Commercial Vehicle Dealership and Service Facility.

APPROVAL DATE: December 18, 2019 FILE NUMBER: U2019-0010_____

Mitigated Negative Declaration for Central Coast Commercial Vehicle Dealership and Service Facility.

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).

Mitigation Measure/ Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
TRANSPORTATION AND CIRCULATION							
TR-1 The project shall implement improvements at the Stowell/Blosser intersection necessary so that intersection operations are improved to Level of Service D. Prior to issuance of building or grading permits, the applicant shall work with the City's Public Works Department to determine which of the three following options will best achieve the LOS D. The applicant shall be responsible for the construction of that improvement prior to commencement of operations at the project facility, or alternative to construction acceptable to the City's Public Works Department: • Option #1: Install a right-turn lane on the eastbound Stowell Road approach. This option may require acquisition of additional right-of-way from the adjacent developed property south of Stowell Road. The City is currently processing a development application for the Lineage Logistics Project on the property south side of Stowell Road. It is recommended that the City acquire a dedication of the right-of-way necessary from this property owner if needed. Option 1 would provide LOS D (ICU 0.87) and mitigate the cumulative impact. • Option #2: Install a right-turn lane on the northbound Blosser Road approach. This option may require right-of-way from the adjacent undeveloped property east of Blosser Road. The City is currently processing an application to change the zoning on this property (Acquistapace Specific Plan). It is recommended that the City consider acquiring the necessary right-of-way from that property owner if right-of-way is needed. Option 2 would provide LOS D (ICU 0.89) and mitigate the cumulative impact. • Option #3: Install both the eastbound right-turn lane on Stowell Road and the northbound right-turn lane on Blosser Road. Option 3 would provide LOS D (ICU 0.82) and mitigate the cumulative impact. Installation of both right-turn lanes would also provide additional intersection capacity for future traffic growth.	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 building or grading permits, the applicant shall work with the City's Public Works Department to determine which of the three following options will best achieve the LOS D.	Prior to issuance of building or grading permits	Prior to issuance of building or grading permits	City of Santa Maria Public Works Department, Engineering Division			

Mitigation Measure/ Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
TRIBAL CULTURAL RESOURCES							
TCR-1 Inadvertent Discovery of Archaeological Resources. In the event that a potentially significant tribal cultural resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease and the City shall be notified immediately. Work shall not continue until a qualified archaeologist, in conjunction with locally affiliated Native American representative(s) as necessary, determines whether the uncovered resource requires further study. Any previously unidentified resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist. Potentially significant cultural resources consist of, but are not limited to, stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan, in conjunction with locally affiliated Native American representative(s) as necessary that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report, and file it with the CCIC, located at the University of California, Santa Barbara, and provide for the permanent curation of the recovered materials.	Retain qualified archaeologist; documentation and reporting by qualified archaeologist	Throughout the duration of ground disturbing activities	Daily during construction	Qualified archaeologist, City of Santa Maria			