



**CITY OF SANTA MARIA  
NOTICE OF PREPARATION**

To: Office of Planning And Research  
1400 10<sup>th</sup> St. #100  
Sacramento CA 95814

**SUBJECT: Notice of Preparation of a Draft Supplemental Environmental Impact Report**

**Lead Agency:**

Agency Name: City of Santa Maria  
  
Street Address: 110 S. Pine St. Suite 101  
City/State/Zip: Santa Maria CA 93458  
Contact: Frank Albro, Senior Planner  
(805) 925-09051 ex 2379  
[Falbro@cityofsantamaria.org](mailto:Falbro@cityofsantamaria.org)

**Consultant (if applicable):**

Firm Name: SWCA Environmental Consultants  
  
Street Address: 51 West Dayton Street  
City/State/Zip: Pasadena, CA 91105  
Contact: Shawn Gaver

The City of Santa Maria will be the Lead Agency and will prepare a supplemental environmental impact report (SEIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory requirements in connection with the proposed project. Your agency will need to use the SEIR prepared by our agency when considering your permit or other approval for the project.

**Project Title:** Santa Maria Airport Business Park Specific Plan Amendment  
**Project Location:** The northwest corner of Orcutt Expressway (State Highway 135) and Union Valley Parkway

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the initial study (X is \_\_\_ is not) attached but may be requested in an electronic format from Frank Albro, Senior Planner, by phone or via e-mail address noted above.

Please send your response to Frank Albro, Senior Planner, at the address shown above. We will need a contact person in your agency. Due to the time limits mandated by State law, your response must be sent at the earliest possible date **but not later than 30 days after receipt of this notice.**

ADDITIONALLY the City of Santa Maria will hold an **EIR public scoping meeting on July 13, 2020, from 3:00 p.m. to 4:30 p.m.** To maximize public safety while still maintaining transparency and public access, members of the public can observe and participate in the meeting through an online Zoom meeting link here:

[https://us02web.zoom.us/webinar/register/WN\\_18QKU0BVS2cmBd98a6Xpg](https://us02web.zoom.us/webinar/register/WN_18QKU0BVS2cmBd98a6Xpg)

**Please register in advance for this meeting to make public comments during the meeting:** After registering, you will receive a confirmation email containing information about joining the meeting.

The purpose of this public scoping meeting is to provide information on the proposed Supplemental Environmental Impact Report for the Santa Maria Airport Business Park Specific Plan Amendment project, and to solicit public input about potential environmental impacts associated with the project per the California Environmental Quality Act (CEQA).

Date July 2, 2020

Signature   
Title Senior Planner

### **Project Location**

Assessor's Parcel Number 111-231-011 (portion of)  
Northwest Corner of State Highway 135 and Union Valley Parkway  
Santa Maria, CA 93455

### **Lead Agency, Contact and Preparer**

City of Santa Maria  
Frank Albro  
Community Development Department  
110 South Pine Street, #101  
Santa Maria, CA 93458  
(805) 925-0951 x2379  
falbro@cityofsantamaria.org

### **Project Sponsor's Name and Address**

G3, LLC  
1655 Dalidio Avenue, Unit 3018  
San Luis Obispo, CA 93401

### **Project Description**

#### **BACKGROUND**

In June 2007, the City of Santa Maria (City) certified a Programmatic Environmental Impact Report (EIR) (State Clearinghouse [SCH] No. 2005051172) for the City of Santa Maria Airport Business Park Specific Plan (Specific Plan) (Certified EIR; Rincon Consultants, Inc. 2007). The Certified EIR evaluated the potential environmental impacts resulting from future development of the 740-acre Specific Plan area located in the southwestern corner of the city, immediately south of the Santa Maria Public Airport (referred to herein as the Approved Project).

The approved Specific Plan seeks to combine light industrial, research, manufacturing, and commercial land uses around an 18-hole golf course. Additional uses proposed include retail opportunities, government facilities, and commercial and professional office space with mixed use potential. Large areas of open space are intended to be reserved for recreational or conservation uses, and a portion of the Specific Plan area is set aside as a biological preserve. The Specific Plan's proposed land use pattern is designated to accommodate future growth of development over the Specific Plan area while maintaining full compatibility with Airport operational requirements and minimizing impacts to the environment.

The subject of this Initial Study/Notice of Preparation (IS/NOP) is a proposed General Plan Amendment, Specific Plan Amendment, and Zoning Modification of an approximately 28-acre parcel (Assessor's Parcel Number [APN] 111-231-011) at the southeast corner of the Specific Plan area (project site). The project site is located at the northwest corner of the intersection of State Route (SR) 135 and Union Valley Parkway (see Figures 1 and 2). The City is preparing a Supplemental EIR (SEIR) to evaluate these changes.

Figure 1. Project Vicinity Map

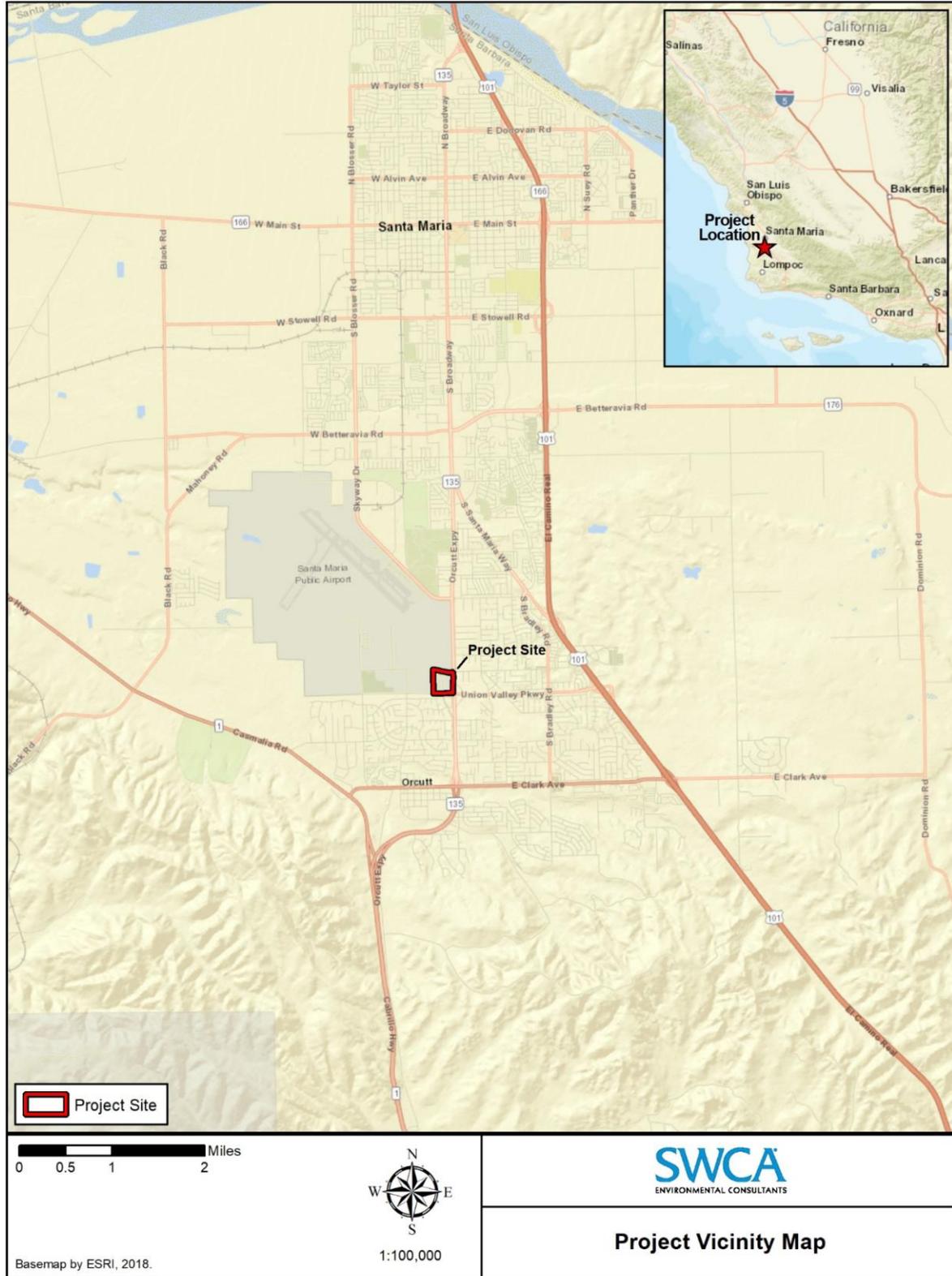


Figure 2. Project Location Map



## **2007 BASELINE CONDITIONS**

### **Project Site**

Within the 28-acre project site, the adopted Specific Plan proposed 314,067 square feet of community facilities floor area, while the Certified EIR evaluated the development of 41,948 square feet of floor area (Approved Project; refer to Table 1)<sup>1</sup>. This development was to occur over 19.3 acres at the southern and western portions of the parcel. The project site is the only parcel within the Specific Plan area where the Community Facilities (CF) land use designation was applied. This land use designation allows for a variety of public/governmental facilities to be developed, including a local fire station, California Department of Motor Vehicles, charitable and philanthropic centers, cemeteries, crematories or mausoleums, or public service facilities.

Although the Specific Plan permits the development of 41,948 square feet of CF land uses, planning documents for the Santa Maria Public Airport District (Airport District) have long identified flood control management as a use of the project site. As early as the 1995 Specific Plan, “a land use designation for community facilities was assigned to an area in the southeast corner of the project area to accommodate a detention basin needed to address regional flooding in both the adjoining Community of Orcutt, City of Santa Maria, and a portion of the Airport District. The Santa Barbara County Flood Control and Water Conservation District (Flood Control) has approved a flood control plan that includes a storm drain system along Foster Road and a detention basin.” In the Specific Plan, the 9-acre detention basin was retained and assigned a land use designation of Recreation Open Space – Detention Basin (ROS-DB) (and corresponding Open Space [OS] zone) (see Table 1; Figures 1 through 4). Per the Santa Barbara County Flood Control and Water Conservation District Flood Control Plan, the on-site detention basin would be designed to retain approximately 30 acre-feet of stormwater. The project site is relatively flat, with the topography sloping slightly downward to the north toward Foster Road. When the Certified EIR was approved in 2007, the project site was undeveloped and consisted mostly of non-native annual grassland habitat, with a small patch of central coast scrub, and eucalyptus woodland along the western edge and scattered in the northern portion of the site. Scattered mature trees lined the eastern and northern edges of the parcel. Foxenwood Lane traversed the project site as a north–south road with a single lane in each direction. Proximate land uses to the north and west generally consisted of vacant open space and cultivated agricultural lands, as well as airport operations and runways within the city. Land uses to the south and east generally consist of residential neighborhoods, commercial services, offices, and school uses within the community of Orcutt.

### **Surrounding Land Uses and Setting**

In 2007, the project site was bordered to the north by Foster Road and agricultural fields within parcels zoned Airport Approach; to the east by SR 135, single-family homes zoned Single-Family Residential (R-1), and The Jetty Restaurant zoned Neighborhood Commercial (CN); to the south by single-family residential neighborhoods (Foxenwood Estates, Foxenwood Garden Villa) zoned R-1 and Planned Development/R-1; and to the west by public facilities uses zoned Public Facilities (PF), including the Foodbank of Santa Barbara County, Santa Maria Animal Shelter, and Santa Barbara County Santa Maria Mental Health Services clinic.

The project site is located within the city and the adjacent SR 135 and Union Valley Parkway generally serve as the boundary between the city and the unincorporated community of Orcutt in Santa Barbara County (see Figure 2).

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1. Within the project site, the adopted Specific Plan proposed 314,067 square feet of CF floor area, or 272,119 square feet more than evaluated in the Certified EIR. Pursuant to Section 15163 of the State California Environmental Quality Act (CEQA) Guidelines and to provide a conservative analysis, this IS/NOP and the Supplemental EIR evaluates the potential for environmental impacts of the 223,002-square-foot increase in proposed development from the Certified EIR.

**Figure 3. Existing General Plan Designations Map**

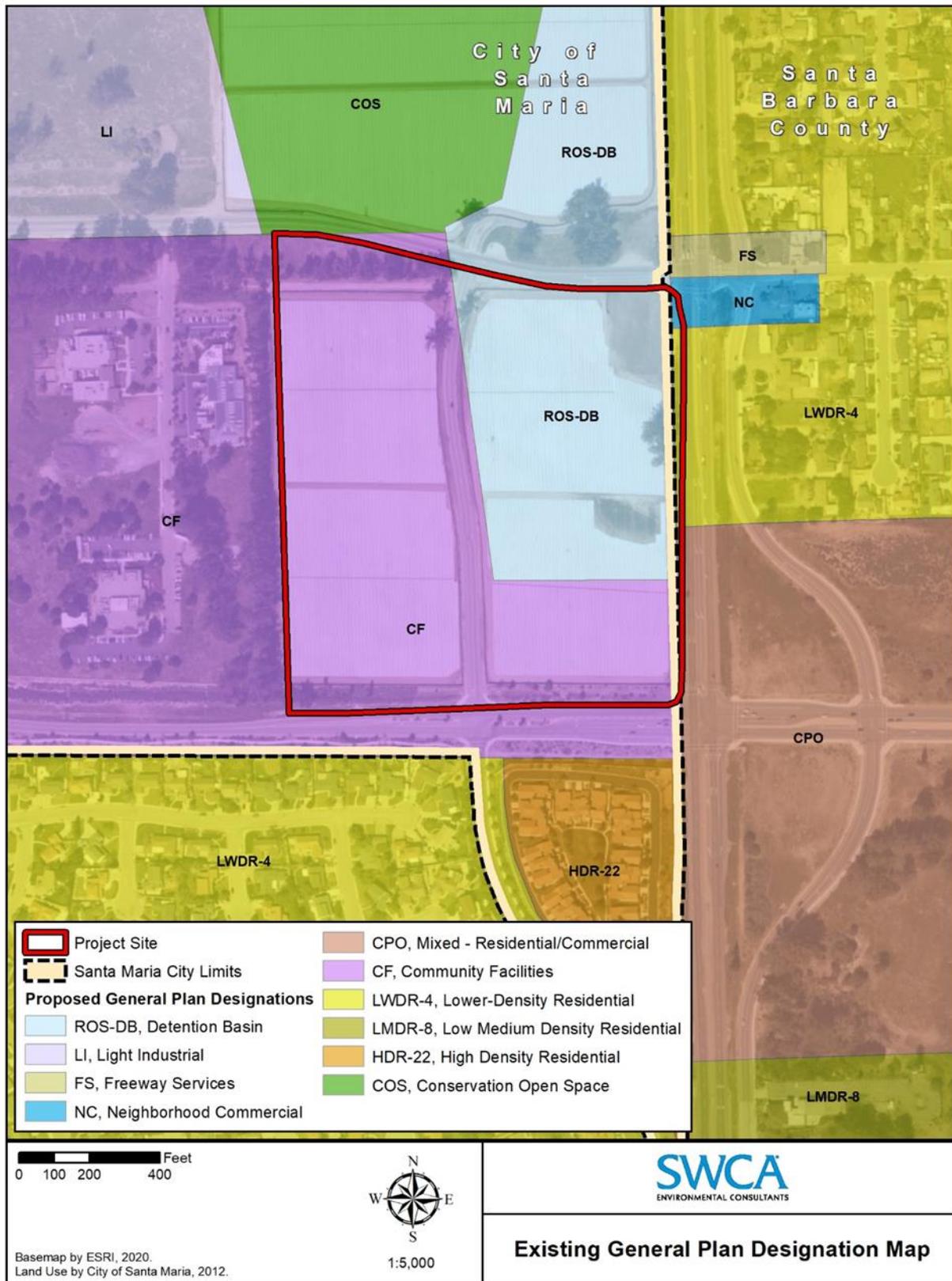
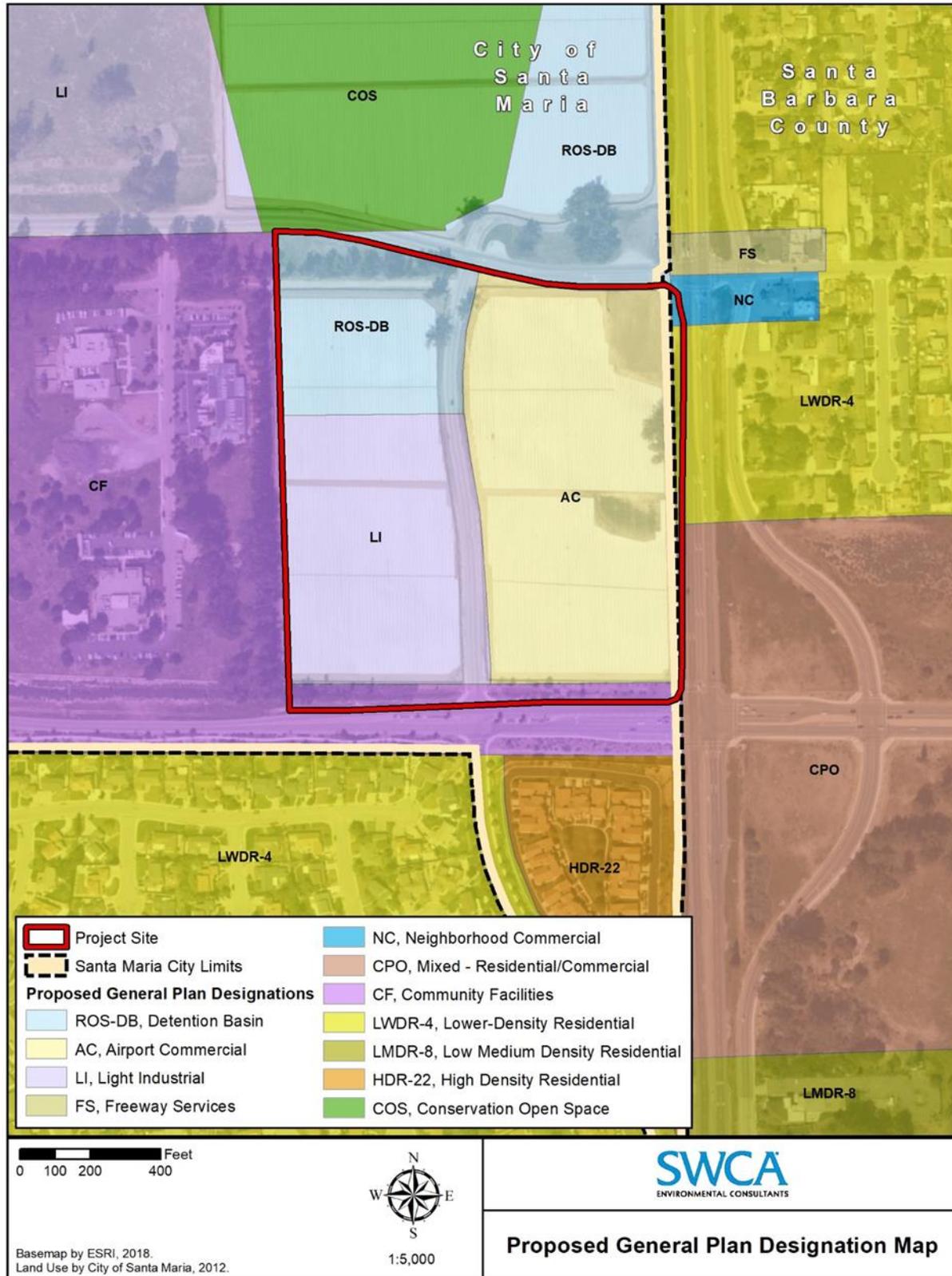


Figure 4. Proposed General Plan Designation Map



## **2020 EXISTING CONDITIONS**

### **Project Site**

The baseline conditions on the project site and evaluated in the Certified EIR have changed since 2007. Most notably, the agricultural cultivation of strawberries was introduced to the previously undeveloped project site in late 2018. The stands of eucalyptus trees were removed to improve airport operations and safety and accommodate this agricultural use.

The project site continues to be bisected by Foxenwood Lane, which is a paved single-lane north–south running roadway that runs parallel to SR 135 and provides access to several residential neighborhoods south of the project site.

### **Surrounding Land Uses and Setting**

As shown in Figure 2, the surrounding land uses and setting are largely the same as they were in 2007. The principal change is that Union Valley Parkway was extended in 2015 to provide a continuous east–west roadway connection from U.S. Highway 101 (U.S. 101) to Blosser Road. Since Union Valley Parkway forms the southern site boundary and provides direct site access, the completion of this convenient, 1.5-mile-long roadway between U.S. 101 and the project site requires reevaluation of the project site’s role in the strategic development of the Specific Plan. While flood control remains a needed function, site access to the regional transportation network now also provides the City and Airport District with an extra tool to realize several goals identified in Specific Plan. These goals include providing the Airport District a steady income stream for long-term land leases; enhancing economic development opportunities for the City relative to the previously adopted land use pattern; protecting biologically sensitive areas to the extent feasible; and developing airport compatible uses that are compatible with the Airport’s neighbors, serve the employment needs of the City, and are responsive to City’s ongoing economic goals.

## **REVISED PROJECT**

G3, LLC (Applicant) is requesting approval of a General Plan Amendment, Specific Plan Amendment, and Rezoning to more effectively arrange land uses on the 28-acre project site and increase the amount of airport-compatible development allowed within this portion of the Specific Plan (Revised Project). These approvals would modify the land use designations and corresponding zoning applied throughout the project site (see Figures 3 through 5).

Development/Open Space [PD/OS] zone) would be applied to the site’s northwest corner so that the previously identified 9-acre detention basin can be moved to this location. By relocating the detention basin, the northeast portion of the site adjacent to SR 135 becomes available for more productive commercial and Airport leasing uses. Project engineers have also determined that the capacity of the detention basin can be reduced when placed at the northwest corner of the project site, although the IS/NOP conservatively assumes the relocated detention basin would also occupy a site area of approximately 9 acres and be designed to accommodate approximately 30+ acre-feet of stormwater per the approved Flood Control Plan. The Light Industrial (LI) land use designation (and corresponding Planned Development Light Manufacturing/Public Facilities – Airport [PD-M-1/PF-A] zone) would be applied to the southwest corner of the project site. East of Foxenwood Lane, the Airport Commercial (AC) land use designation (and corresponding Planned Development Airport Commercial/Public Facilities – Airport PD-C-3/PF-A] zone) would be applied to the entire area.

The Applicant has coordinated with the Santa Maria Public Airport District (Airport District) to develop a Conceptual Development Plan to guide future development within the project site and to provide informed decision-making during the agency approval process. Although the Revised Project does not currently propose any particular development at the project site, the Conceptual Development Plan represents a reasonable development scenario at the project site for evaluation in the SEIR.

Figure 5. Existing Zoning Designation Map



Figure 6. Proposed Zoning Designation Map.



Several airport-compatible land uses are proposed, including commercial, light industrial, and public facility buildings (Figure 7). Under the Conceptual Development Plan, the Revised Project would develop this area within the Airport Specific Plan (the project site) with approximately 264,500 square feet of floor area (see Table 1), which is less than the development allowed under the adopted Specific Plan for this location by 49,567 square feet. However, the Certified EIR evaluated only a total of 41,498 square feet of CF floor area within the 28-acre project site. Pursuant to Section 15163 of the California Environmental Quality Act (CEQA) Guidelines and to provide a conservative analysis, this IS/NOP and the Supplemental EIR evaluate the potential for environmental impacts of the 223,002-square-foot increase in proposed development area from the use areas evaluated in the Certified EIR.

**Table 1. Revised Project – Conceptual Development Plan**

Land Use	Building Footprint*
<b>Approved Project (Certified EIR)</b>	
Community Facilities (CF) Land Uses	41,498 sf <sup>1</sup>
<b>Approved Project (Certified EIR) Total</b>	<b>41,498 sf<sup>1</sup></b>
<b>Revised Project / Conceptual Development Plan</b>	
<b>West Area (West of Foxenwood Lane)</b>	
Public Safety	7,000 sf
Self-Storage Facility	100,000 sf
State Office Building	15,100 sf
<i>West Area Subtotal</i>	<i>122,100 sf</i>
<b>East Area (East of Foxenwood Lane)</b>	
Market Place Commercial (e.g., coffee/bagels, deli, brewpub, ice cream, wine tasting, specialty grocery)	36,000 sf
Professional Office Buildings	40,000 sf
Medical Office	20,000 sf
Home Furnishings/Appliances	32,000 sf
Quick-Serve Restaurants/Mini Mart/Gas	
Fast Food	6,000 sf
Family Restaurant	5,000 sf
Convenience Store & Gas Station	3,400 sf
<i>East Area Subtotal</i>	<i>142,400 sf</i>
<b>Revised Project Total</b>	<b>264,500 sf</b>

\* sf = square feet

<sup>1</sup> Within the project site, the adopted Specific Plan proposed 314,067 sf of CF floor area, or 272,119 sf more than evaluated in the Certified EIR. Per Section 15163 of the State CEQA Guidelines and to provide a conservative analysis, this IS/NOP and the Supplemental EIR evaluates the potential for environmental impacts of the 223,002-sf increase in proposed development from the Certified EIR.

Figure 7. Conceptual Development Plan.



Infrastructure improvements would be completed to accommodate the Revised Project. At the intersection of Union Valley Parkway and Foxenwood Lane, the intersection would be signalized and dedicated turn lanes onto Foxenwood Lane would be provided. The Revised Project would also make all necessary utility connections to provide water, wastewater conveyance, and electrical service to the proposed development. It is expected that 10 of the existing on-site trees would be removed and that approximately 350 new trees would be planted under the Revised Project.

For purposes of evaluating a reasonable worst-case scenario in the SEIR, the Conceptual Development Plan assumes the Revised Project would be constructed over a 20-month period, beginning in fall 2021. Approximately 24.5 acres of the project site would be graded, with the volume cut and fill being balanced on-site. Approximately 7.8 acres would be paved to provide parking and internal site circulation. Construction of the detention basin would require the excavation of approximately 152,460 square feet of soil material, which would be used as fill throughout the site. As with the Approved Project, the detention basin would be excavated to a maximum depth of 30 feet.

### **Project Objectives**

The City and the Applicant have identified the following objectives for the Revised Project:

- Create a development framework that attracts community-serving businesses that complement the surrounding airport and residential land uses and accommodates public facility uses.
- Set aside sufficient land for accommodation of a regional detention basin to meet the needs for local stormwater retention.
- Create a development framework for the project site that provides the Airport District with a steady income stream for long-term land leases within the project area.
- Create a development framework that recognizes the adopted Specific Plan and allows for future development under an amended Specific Plan to enhance economic development opportunities for the City relative to the land use pattern that was previously adopted.
- Create a development framework that is consistent with the noise, height, and safety guidelines of the adopted Santa Barbara County Airport Land Use Plan (ALUP) and the Santa Maria Airport Land Use Compatibility Plan (ALUCP).
- Protect and enhance designated open space lands and biologically sensitive areas to the maximum extent reasonably feasible.
- Develop the project site with airport-compatible uses that are also compatible with the Airport's neighbors, particularly the neighborhoods to the south and east; likely to serve employment needs of the City and region; and responsive to the City's ongoing economic goals.

### **Legal Authority & Project Approvals**

This IS/NOP has been prepared in accordance with CEQA Section 15082 and the State CEQA Guidelines to evaluate the potential environmental impacts of the Revised Project in anticipation that an SEIR is the appropriate CEQA document to compare the potential environmental effects of the Revised Project with those of the Approved Project, as identified in the 2007 Certified EIR.

State CEQA Guidelines Section 15162 requires the preparation of an SEIR when one or more of the following conditions would result from the Revised Project:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant

environmental effects or a substantial increase in the severity of previously identified significant effects;

- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Per State CEQA Guidelines Section 15162, an SEIR need contain only the information necessary to make the previous EIR adequate for the project as revised. While an SEIR requires the same kind of notice and public review as is given to a Draft EIR under Section 15087, an SEIR may be circulated by itself without recirculating the previous Draft or Final EIR. When the lead agency decides whether to approve the Revised Project, the decision-making body shall consider the previous EIR as revised by the SEIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

The City has the role of the CEQA Lead Agency in preparing an SEIR to evaluate the potential environmental impacts of the Revised Project. Implementation of the Revised Project would require the following discretionary approvals from the City:

- Amendment of the Santa Maria Airport Business Park Specific Plan
- General Plan Maps and Zoning Map Amendments

### **Other Public Agencies Whose Approval is Required**

The Project would require Santa Barbara County Association of Governments (SBCAG), in its role as the Airport Land Use Commission, approval of the Airport Business Park Specific Plan, as amended.

### **California Native American Tribes Consultation**

The City (as the CEQA Lead Agency) provided notification to Native American tribes affiliated with the project area pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18. Letters were sent to the City's list of local tribes on May 15, 2020. Tribal consultation has not completed.

## ENVIRONMENTAL SUMMARY

The Environmental Officer has determined that a Supplemental Environmental Impact Report (SEIR) is required for the proposed project in accordance with Section 15162 of the CEQA Guidelines.

An initial study was prepared for the proposed project, on file at the Community Development Department. A complete copy of the Initial Study may be requested from:

Frank Albro, Senior Planner  
Community Development Department  
110 South Pine Street, #101  
Santa Maria, CA 93458  
(805) 925-0951 x2379  
falbro@cityofsantamaria.org

Based on the initial study, several impact categories were determined not to require further review in the SEIR. These categories are Aesthetics, Agricultural Resources, Mineral Resources, Population and Housing, Public Services, and Recreation. The following are the impact categories to be reviewed in the SEIR.

X	Air Quality	X	Hydrology and Water Quality
X	Biological Resources	X	Land Use and Planning
X	Cultural Resources	X	Noise
X	Energy	X	Transportation
X	Geology and Soils	X	Tribal Cultural Resources
X	Greenhouse Gas Emissions	X	Utilities and Service Systems
X	Hazards and Hazardous Materials	X	Wildfire