



CITY OF SANTA MARIA
Environmental Checklist / Initial Study
MITIGATED NEGATIVE DECLARATION
 DECEMBER 2021

PARK EDGE APARTMENTS MIXED-USE PROJECT (PD2020-0008)

2770 Santa Maria Way and 615 Sunrise Drive
 Santa Maria, California 93455

Assessor's Parcel Numbers: 128-090-022, 128-090-023, 109-010-039

PROJECT SUMMARY

Project Description	The project would develop a 7.47-acre site with a mixed-use apartment and commercial development. The project would include 140 apartments and 5,435 square foot multi-tenant commercial building.
Location	2770 Santa Maria Way and 615 Sunrise Drive
Assessor's Parcel No.	128-090-022, 128-090-023, 109-010-039
General Plan Designation	High Density Residential (HDR-14) and Community Commercial (CC)
Zoning	Planned Development Overlay on High Density Residential (PD/R-3) and General Commercial (PD/C-2)
Size of Site	7.47 acres
Present Use	Undeveloped
Proposed Uses	Mixed-use apartment and commercial development
Access	Access to residential use - Miller Street and Sunrise Drive. Access to commercial use - Santa Maria Way and Miller Street
Surrounding Uses/Zoning	
North	Community Commercial (CC)/ Miller Street and a vacant lot
South	Community Commercial (CC) and High Density Residential (HDR-14)/ Sunrise Drive and a high-density residential development
East	Open Space (OS) and Low Density Residential (LDR-5)/ Rodenberger Park and Maramonte Park
West	Community Commercial (CC)/ Santa Maria Way, commercial uses, and office uses
Parking	292 spaces
Setbacks	
Front	Required: 10' Proposed: 10'
Side	Required: 10'

	Proposed: 10'
Rear	Required: 10' (20' at R-3) Proposed: 10' (10'-20' at R-3)
Height	Buildings 1-4 and 4 (Type A) – 25' 9" Buildings 5, 6, and 8 (Type B) – 34' 10" Clubhouse – 21' Commercial – 23'
Building Coverage	18.5%
Landscape Area	82,818 square feet, 25.5% site
Storm Water Retardation	Three onsite stormwater basins
Fencing	6' pool security fencing
Related files/Actions	<p>City of Santa Maria Community Development Department: Planned Development Permit (PD2020-0008), Conditional Use Permit (U2020-0012), and Lot Line Adjustment (SUB2021-0001)</p> <p>Santa Barbara County Air Pollution Control District (SBCAPCD): Stationary source Authority to Construct (ATC), Permit to Operate (PTO) for point sources in development</p> <p>Santa Barbara County Environmental Health Services: Former on-site industrial facility hazardous materials remediation</p> <p>California Department of Toxic Substances Control (DTSC): Remediation of existing and past soil contamination due to former on-site and surrounding oil and gas production, and electric company operations.</p> <p>California Geologic Energy Management Division (CalGEM): Review of 10' no-build easement around on-site capped oil well.</p>
Applicant/Agent/Owner	Dynamic Real Estate Partners
Procedure	Planning Commission and City Council consideration and action regarding a Mitigated Negative Declaration of environmental impacts for Park Edge Apartments Mixed-Use Project (PD2020-0008)

GENERAL AREA DESCRIPTION:

The parcels immediately surrounding the project site have land use classifications of Open Space (OS) and Low Density Residential (LDR-5) to the east, Community Commercial (CC) to the north and west, and CC and High Density Residential (HDR-14) to the south. The project site is surrounded by Rodenberger Park and Maramonte Park to the east, a vacant lot with Miller Street beyond to the north, and Sunrise Drive with high density residential development beyond to the south. To the west of the northern half of the project site is Santa Maria Way with commercial and office uses beyond. To the west of the southern half of the project site is an empty lot planned/approved for future development of a DMV site.

ENVIRONMENTAL SETTING:

The project site is located on the east side of Santa Maria Way, between Miller Street and Sunrise Drive, at 2770 Santa Maria Way and 615 Sunrise Drive in the southeastern portion of the City of Santa Maria. The 7.47-acre project site includes Assessor Parcel Numbers (APN) 128-090-022 (0.44 acre), APN 128-090-023 (3.84 acres), and APN 109-010-039 (3.19 acres). The project site is currently comprised of undeveloped infill parcels surrounded by commercial and residential development, parks/recreational uses, sidewalks, and city streets. The project site contains two sets of large, broken concrete slabs associated with a former electric company (Ozzimo Electric Company) that operated on the site. Vegetation on the site includes ruderal vegetation and scattered trees. An existing multi-purpose trail bisects the project site from east to west, running from Santa Barbara Drive to Santa Maria Way.

PROJECT DESCRIPTION:

The project includes a request for a Planned Development Permit to develop the 7.47-acre site with a mixed-use apartment and commercial use. This includes a request for 35% density bonus associated with the provision of affordable units to increase the allowable density from 104 units (14 units per acre) to 140 units (18.9 units per acre). The project also includes a requested modification of development standards for reduced setbacks of 10 feet between the southern half of the proposed apartment complex and Maramonte Park.

The project would include 140 apartments, comprised of 128 market-rate units and 12 very-low income category affordable units, in eight buildings. The project would also involve development of amenities for use by onsite residents that include landscaped open space areas, a 2,680- square-foot (sf) community clubhouse, and a pool/spa. In addition to the proposed residential component, the project would include a 5,435-sf multi-tenant commercial building in the PD/C-2 zoned area of the project site. The building would consist of between one to three individual tenants, including a drive-through restaurant.

Access to the residential portion of the project would be provided from Miller Street on the north and Sunrise Drive on the south. Access to the commercial area would be provided from Santa Maria Way and Miller Street. The existing multi-purpose trail running through the center of the project site from Santa Barbara Drive to Santa Maria Way would be retained with development of the project. The project would provide 292 parking spaces. The project also would include two in-unit bicycle parking spaces per residential unit and 35 additional short-term bicycle parking spaces throughout the apartment complex. The project would also include three stormwater basins and landscaping throughout the commercial and residential areas of the project site.

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. Potentially significant adverse environmental impacts were identified in the areas of Air Quality, Biological Resources, Cultural Resources, Geology and Soils,

Hazards and Hazardous Materials, Noise, Tribal Cultural Resources, and Utilities and Service Systems.

Based on the above-mentioned sources, no adverse impacts are associated with Aesthetics, Agriculture and Forest Resources, Energy, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, or Wildfire.

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.

Air Quality

Annual construction emissions of all criteria pollutants from the project would be below SBCAPCD's 25 tons per year threshold for the project construction. However, because the Santa Barbara County portion of the South Central Coast Air Basin (SCCAB) is a nonattainment area for the state PM₁₀ standard, construction emissions control measures are required for all projects involving earthmoving activities regardless of size or duration. Therefore, Mitigation Measure AQ-1 has been identified to reduce construction emissions in accordance with local regulatory policies, such construction emissions control measures would be shown on grading and building plans.

The project would involve the construction of a fast-food restaurant with a drive-through. The fast-food restaurant and drive-through would be sited in the northeastern-most portion of the project site along Miller Way and would be separated from residential uses onsite by the intervening parking areas, roadways, and landscaping. However, project operations could result in substantial odor complaints. Odors from the drive-through could, therefore, result in potentially significant impacts and would require implementation of Mitigation Measure AQ-2.

AQ-1 Construction Emissions Control Measures. The project applicant shall install the following air pollution emissions control measures throughout the construction period:

Dust Control Measures

During construction the applicant shall implement all of the applicable measures from the following list as standard dust control measures to avoid impacts associated with fugitive dust emissions:

- a. Use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind

speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.

- b. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 mph or less.
- c. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
- d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.
- e. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
- f. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD prior to land use clearance for map recordation and land use clearance for finish grading of the structure.

Equipment Emissions Control Measures

During project grading and construction, the applicant shall adhere to the following measures to reduce NO_x and PM_{2.5} emissions from construction equipment:

- a. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- b. Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel PM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
- c. All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.
- d. Diesel construction equipment meeting the CARB Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.
- e. Diesel powered equipment should be replaced by electric equipment whenever feasible.
- f. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.
- g. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

- h. All construction equipment shall be maintained in tune per the manufacturer's specifications.
- i. The engine size of construction equipment shall be the minimum practical size.
- j. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

Fugitive Dust Control

The project applicant shall comply with SBCAPCD's Rule 345: Control of Fugitive Dust from Construction and Demolition Activities including all applicable standards and measures therein.

Diesel-fired Engine Permits

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

Permit to Operate

If contaminated soils are found at the project site, SBCAPCD must be contacted to determine if ATC and/or Permit to Operate permits shall be required. (SBCAPCD permits are required for all soil vapor extraction activities. SBCAPCD permits are also required for the excavation, or "dig-and-haul", of more than 1,000 cubic yards of contaminated soils.)

Equipment Idling Requirements

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

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

Asphalt Paving Requirements

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

AQ-2 Odor Control. Operation of the restaurant is required to comply with the requirements of SBCAPCD Rule 303 that prohibits the discharge of air contaminants or other material that would cause injury, detriment, nuisance or annoyance to any considerable number of persons. Deliveries for the fast-food restaurant are required to

comply with California Code of Regulations (CCR) Title 13, Section 2485 which would limit delivery truck idling times to five minutes or less. Heavy truck idling times shall be limited to reduce the potential for nuisance odors associated with diesel exhaust emissions in the vicinity of the project site. Furthermore, the project applicant shall prepare and submit an Odor Abatement Plan (OAP) as part of the permit application for the project. The OAP, in compliance with guidance from the SBCAPCD, shall include the following elements to monitor and reduce odors from the restaurant and drive-through:

1. Name and telephone number of contact person(s) at the facility responsible for logging in and responding to odor complaints.
2. Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the staff on how to respond.
3. Description of potential odor sources at the facility.
4. Description of potential methods for reducing odors, including minimizing idling of delivery and service trucks and buses, process changes, facility modifications and/or feasible add-on air pollution control equipment.
5. Contingency measures to curtail emissions in the event of a public nuisance complaint.

Biological Resources

Due to the developed nature of the area and lack of native, riparian, or other suitable habitat, special status species are not anticipated to occur onsite. However, existing trees on and around the parcels within the area could contain bird nests and birds that are protected under the Migratory Bird Treaty Act (MBTA) and Fish and Game Code of California (CFGC). Protected birds include all common songbirds, waterfowl, shorebirds, hawks, owls, eagles, ravens, crows, native doves and pigeons, swifts, martins, swallows, and others, including their body parts (feathers, plumes etc.), nests, and eggs. The project would involve removal of existing trees on the site. In addition, disturbance from project demolition and construction activities may affect protected nesting birds in existing trees near the site. Mitigation Measure BIO-1 would be required to reduce impacts to nesting birds to a less than significant level.

BIO-1 Pre-construction Nesting Bird Surveys. To avoid and minimize impacts to nesting bird species, including special status species (e.g., burrowing owl) and species protected by the MBTA and CFGC, all initial vegetation clearing and ground disturbance activities for the project shall be limited to the time period between September 1 and February 1.

If initial vegetation clearing and ground disturbance cannot be conducted during this time period, the applicant shall conduct a pre-construction survey for active bird nests within the limits of the project site and a 300-foot buffer, with an allowed reduction in this buffer, if approved by The City, due to right-of-entry and/or line-of-sight issues. Surveys shall be conducted by a City-approved qualified biologist.

Surveys shall be conducted no less than two weeks prior to any construction activities. If no active nests are located, ground-disturbing construction activities can proceed and no further mitigation will be required. If active nests are located, then all construction work must be conducted outside a no disturbance buffer zone (up to 300 feet for raptors, and up to 100 feet for all other species). No direct disturbance to nests shall occur until the young are no longer reliant on the nest site as determined by the City-approved qualified biologist. The approved biologist shall conduct monitoring of the nest until all young have fledged, at which time construction activities can occur within the previously established no disturbance zone.

Plan Requirements and Timing. The results of the surveys shall be reported to the City Community Development Department prior to issuance of grading permits. No disturbance buffers shall be demarcated in the field (e.g., fencing, flagging) prior to initiation of construction activities in the vicinity of an active nest.

Monitoring. The City Community Development Department staff will verify that a pre-construction nesting bird survey has been conducted, if required based on construction timing, and shall verify that no disturbance avoidance buffers have been established prior to issuance of a grading permit. The approved biologist shall be responsible for monitoring active nests, if any occur.

Cultural Resources

The Phase 1 CRA for project determined that no known Native American resources have been recorded within the boundary of the project site, and no artifacts have been identified or recovered from the project vicinity. Given the lack of identified Native American resources, and history of ground disturbance on the project site, compliance with applicable General Plan policies, laws, and regulations would avoid or reduce impacts to Native American and archeological resources to the extent possible. However, ground disturbance associated with project construction could uncover previously unknown buried archeological deposits and human remains. Therefore, Mitigation Measures CR-1 and CR-2, which includes measures to protect and evaluate unanticipated finds, would be required for the project to ensure that potential impacts to previously undiscovered archaeological resources and human remains would be less than significant.

CR-1 Unanticipated Discovery of Cultural Resources. In the unlikely event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work in the immediate area should be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archeology (National Park Service 1983) shall be contacted immediately to evaluate the find. If the find is prehistoric, then a Native American representative shall be contacted to participate in the evaluation of the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility. If the discovery proves to be eligible for listing in the CRHR and cannot be avoided, additional work, such as testing and data recovery excavations, may be required by the qualified archaeologist to mitigate impacts to the

archeological resources. This condition shall be included on project grading plans and submitted to the City Community Development Department for review and approval concurrent with submittal of applications for grading permits. This condition shall be in effect throughout grading activities on the project site. The City Community Development Department staff shall verify compliance with this measure on project plans prior to initiation of site disturbance activities.

CR-2 Unanticipated Discovery of Buried Human Resources. In accordance with California State Health and Safety Code Section 7050.5, in the event of an accidental discovery or recognition of any human remains, no further disturbances shall occur until the Santa Barbara Sheriff's Office Coroner's Bureau has made the necessary findings as to origin and disposition pursuant to CEQA regulations and Public Resources Code Section 5097.98. If the human remains are determined to be prehistoric, the coroner shall notify the NAHC, which would determine and notify a most likely descendant (MLD). The MLD shall complete an inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access. This measure shall be in effect throughout grading activities on the project site. The City Community Development Department staff shall verify compliance with this measure on project plans prior to initiation of site disturbance activities.

Geology and Soils

The project site had been in use for oil and gas production between 1967 and 2009 without any documented evidence or discovery of paleontological resources. Although the actual depth to the underlying formations that have a potential to possess paleontological resources is unknown, cross sections indicate that the surficial alluvium is a substantial depth of over 100 feet. Construction excavation would not occur at sufficient depths to risk encountering these formations. Nevertheless, the potential accidental discovery of paleontological resources could still occur. Therefore, Mitigation Measure GEO-1, which includes measures to protect and evaluate unanticipated finds, would be required for the project to ensure that potential impacts to previously undiscovered paleontological resources would be less than significant.

GEO-1 Unanticipated Discovery of Paleontological Resources. In the event an unanticipated fossil discovery is made during project construction, construction activity shall be halted within 50 feet of the fossil, and a qualified professional paleontologist shall be notified and retained to evaluate the discovery, determine its significance, and determine if additional mitigation or treatment is warranted. Work in the area of the discovery will resume once the find is properly documented and authorization is given to resume construction work. Any significant paleontological resources found during construction shall be prepared, identified, analyzed, and permanently curated in an approved regional museum repository under the oversight of the qualified paleontologist. Upon completion of construction, a report shall be submitted to the City to inform the city of the resources found. This condition shall be included on grading plans and submitted to the City Community Development Department for review and approval concurrent with submittal of applications for grading permits. This condition shall be in effect throughout grading activities on the project site.

The City Community Development Department staff shall verify compliance with this measure on project plans prior to initiation of site disturbance activities. A paleontologist shall be contacted in the event of an unexpected discovery of paleontological resources.

Hazards and Hazardous Materials

Preliminary project site investigations have identified elevated concentrations of total petroleum hydrocarbons (TPH) above Environmental Screening Levels (ESL). Based on these results, disturbance on the project site for development of the proposed commercial and residential uses could result in potential significant impacts related hazardous materials identified onsite. Mitigation Measure HAZ-1 which involves conditions for remediation provided by EHS would be required prior to construction of the project.

HAZ-1 Site Remediation. The applicant shall implement the following measures prior to construction of the project:

- Under the direction of Santa Barbara County Environmental Health Services Division (EHS) and in accordance with the Remedial Action Plan prepared for the project in August 2021, the project applicant shall collect four sidewall and one bottom confirmation samples for TPH C23-C40 by EPA Method 8015. Based on field conditions and final excavation figuration, EHS may require additional sampling.
- Sample all non-commercial backfill for:
 - a. TPH C4-C12 by EPA Method 8260;
 - b. TPH C13-C23 and TPH C23-C40 by EPA Method 8015;
 - c. Volatile Organic Compounds by EPA Method 8260;
 - d. PAHs by EPA Method 8270-SIM;
 - e. And Metals by EPA series Methods 6000/7000 (with TCLP and STLC analysis as warranted).
 - f. Samples shall be collected in accordance with the Department of Toxic Substances Control's 2001 Backfill Advisory.

EHS requires that all backfill material be tested as described above prior to reuse; this includes overburden material from the project site. A sampling rate for the overburden material shall be provided to EHS for approval.

- Within six weeks of completion of fieldwork, a report documenting the work shall be submitted to EHS for review and approval. The report, with triple signed waste disposal manifests, must be uploaded to Geotracker, in accordance with EHS requirements.
- Prior to final approval of the Remedial Action Plan, a 30-day public comment period is required. Notice shall be given within an advertisement in a local newspaper, fact sheet, and direct mailings to fee title holders and tenants within 200 feet of the parcel boundary.
- The project applicant shall obtain all permits and appropriate clearances from applicable agencies prior to initiating fieldwork.

Noise

Project construction activity would result in temporary noise in the project site vicinity, exposing surrounding nearby receivers to increased noise levels. Project construction noise would be generated by heavy-duty diesel construction equipment used for demolition of existing structures, earthworks, building construction, loading, unloading, and placing materials and paving. The nearest sensitive receivers are located 60 feet northeast of the site, resulting in project construction noise levels of 76 dBA L_{eq} , which would exceed the allowable one-minute threshold of 70 dBA during the day in residential zones. As such, mitigation measure N-1 would be required to reduce this impact to less than significant.

N-1 Construction Related Noise Reduction Measures. The applicant shall implement the following measures during construction of the project:

- **Mufflers.** Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards.
- **Electrical Power.** Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.
- **Equipment Staging.** All stationary equipment shall be staged as far away from the adjacent multi-family residential development as feasible.
- **Equipment Idling.** Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.
- **Workers' Radios.** All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity.
- **Smart Back-up Alarms.** Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.
- **Disturbance Coordinator.** The applicant shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

Tribal Cultural Resources

No tribal cultural resources were identified within the project site as a result of the AB 52 consultation. Additionally, the Phase I Cultural Resource Assessment determined that no known Native American resources have been recorded on the project site, and no artifacts have been identified or recovered from the project vicinity. However, ground disturbance associated with construction could uncover previously unknown buried archeological deposits, including tribal cultural resources. Mitigation Measures CR-1 and CR-2 would be required to ensure that potential impacts to previously undiscovered cultural resources would be less than significant. With implementation of Mitigation Measure CR-1 and adherence to State Health and Safety Code Section 7050.5 under Mitigation Measure CR-2, which stipulates the process to be followed when human remains are encountered, potential impacts to tribal cultural resources would be less than significant.

Refer to Mitigation Measures CR-1 and CR-2 in Cultural Resources section above.

Utilities and Service Systems

According to the City's UWMP, the per capita wastewater generation for the city service area is approximately 68 gallons per day. Based on the projected population in the city and this wastewater generation rate, the City has determined that the existing facilities for wastewater management will continue to be adequate for future wastewater demands. However, according to the City's 2012 Utilities Capacity Study, completed in 2015, three sewer line segments (D-5, D-9, and D-15) that would receive flow from development on the project site are projected to be capacity deficient under General Plan buildout conditions, which includes development of the project site. Therefore, implementation of the project would result in potentially significant impacts by contributing to increased wastewater flow to sewer main lines projected to exceed capacity with General Plan buildout. Mitigation measure UTIL-1 to ensure implementation of necessary sewer line improvements to accommodate additional wastewater flow from General Plan buildout, including development of the project site.

UTIL-1 Sewer Line Improvements. Prior to building permit issuance for the project, the project applicant shall contribute its equitable share to fund toward the upsizing of sewer line segment D-5, D-9, and D-15 improvements, as identified in the City of Santa Maria 2012 Utilities Capacity Study (2015). Costs above and beyond the project's equitable share shall be addressed through such options as fee credits, reimbursement agreements, or development agreements, based on City requirements. The City shall ensure compliance with fee payment prior to issuance of building permits.

ENVIRONMENTAL RECOMMENDATION:

Based on the information available at the time of preparation this report and, without benefit of additional information which may come to light at the public hearing, the Environmental Officer recommends that a Mitigated Negative Declaration be filed for the Park Edge Mixed Use project based upon information contained in PD2020-0008.

PREPARED BY:



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



Cody Graybehl, Environmental Analyst

12/9/21

Date



Chuen Ng, Environmental Officer

12/8/21

Date



CITY OF SANTA MARIA
Environmental Checklist / Initial Study
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1. Project Title and Location

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2770 Santa Maria Way and 615 Sunrise Drive
Santa Maria, California 93455
Assessor's Parcel Numbers: 128-090-022, 128-090-023, and 109-010-039 (7.47 acres)

2. Lead Agency, Contact and Preparer

City of Santa Maria
Cody Graybehl, Associate Planner
Community Development Department
110 South Pine Street, #101
Santa Maria, California 93458
(805) 925-0951, x2552
cgraybehl@cityofsantamaria.org

3. Project Sponsor's Name and Address

Dynamic Real Estate Partners
Kelly Harrison, Vice President of Development
1777 San Vincente Boulevard
Los Angeles, California 90049

4. General Plan Designation

A 5.57-acre portion of the property is within the High Density Residential (HDR-14) land use classification. The remaining portion of the property (1.90 acres) has a land use classification of Community Commercial (CC).

5. Zoning Designation

The entire project site is covered by a Planned Development (PD) overlay, with 5.57 acres in the High Density Residential (PD/R-3) zone district and 1.90 acres in the General Commercial (PD/C-2) zone district.

6. Brief Description of Project

The project includes a request for a Planned Development Permit to develop the 7.47-acre site with a mixed-use apartment and commercial use. This includes a request for 35% density bonus associated with the provision of affordable units to increase the allowable density from 104 units (14 units per acre) to 140 units (18.9 units per acre). The project also includes a requested modification of development standards for reduced setbacks of 10 feet between the southern half of the proposed apartment complex and Maramonte Park.

Residential Unit Mix and Amenities

The project would include 140 apartments, comprised of 128 market-rate units and 12 very-low-income category affordable units, in eight buildings on the PD/R-3 zoned area of the project site. Five of the proposed buildings would be two-story and the remaining three buildings would be three-story. The apartment units, including the very-low-income units, would include a mix of 51 one-bedroom units and 89 two-bedroom units. The project would also involve development of amenities for use by onsite residents that include landscaped open space areas, a 2,680-square-foot (sf) community clubhouse, and a pool/spa. The outdoor pool/spa area would be located adjacent to the southeast of the proposed commercial component of the project and would be screened with six-foot-high pool security fencing and screen plantings. Private streets, common open space, and stormwater basins onsite would be maintained by a Homeowner's Association.

Based on an average household size of 3.63 persons (California Department of Finance [DOF] 2021), the proposed 140 apartment units would generate approximately 508 people.

Commercial Uses

In addition to the proposed residential component, the project would include a 5,435-sf multi-tenant commercial building in the PD/C-2 zoned area of the project site. The building would consist of between one to three individual tenants, including a drive-through restaurant. The drive-up lane would wrap around the north and west sides of the building, with access to/from the parking areas and drive-through from Miller Street and Santa Maria Way. The commercial development would be located approximately 80-100 feet from the proposed pool and clubhouse, and approximately 250 feet from Building 1 – the nearest residential building.

Access, Circulation, and Parking

Access to the residential portion of the project would be provided from Miller Street on the north and Sunrise Drive on the south. Access to the commercial area would be provided from Santa Maria Way and Miller Street. The existing multi-purpose trail running through the center of the project site from Santa Barbara Drive to Santa Maria Way would be retained with development of the project. According to Santa Maria Municipal Code (SMMC) Zoning Ordinance, the project would be required to provide 229 parking spaces. The project, as proposed, would provide 292 parking spaces. The project also would include two in-unit bicycle parking spaces per residential unit and 35 additional short-term bicycle parking spaces throughout the apartment complex.

Grading and Drainage

Based on the preliminary grading plans for the project, the project would require 6,200 cubic yards of cut material and 20,300 cubic yards of fill material, for a balance of 14,100 cubic yards of soil fill. The project would introduce approximately 121,026 square feet (37%) of impervious surfaces and approximately 204,367 square feet (63%) of pervious surface, including 108,044 square feet (33.2%) of landscaped area, to the project site. The project would include three stormwater basins, two located adjacent to the clubhouse and pool area and one along the western edge of the southern portion of the residential development.

Landscaping

The project would include landscaping throughout the commercial and residential areas of the project site. Landscaping would include various shrubs and trees, including street trees, canopy trees, accent trees, and perimeter screening trees. Street trees and screen planting would be implemented between the proposed commercial building drive-through and the surrounding roadways, along the multi-purpose trail and along the edges of the pool/spa area. All street trees would be selected from the City's approved street tree list.

7. Surrounding Land Uses and Setting

Project Site Setting

The project site is located on the east side of Santa Maria Way, between Miller Street and Sunrise Drive, at 2770 Santa Maria Way and 615 Sunrise Drive in the southeastern portion of the City of Santa Maria. The 7.47-acre project site includes Assessor Parcel Numbers (APN) 128-090-022 (0.44 acre), APN 128-090-023 (3.84 acres), and APN 109-010-039 (3.19 acres). The project site is currently comprised of undeveloped infill parcels surrounded by commercial and residential development, parks/recreational uses, sidewalks, and city streets. The project site contains two sets of large, broken concrete slabs associated with a former electric company (Ozzimo Electric Company) that operated on the site. Vegetation on the site includes ruderal vegetation and scattered trees. An existing multi-purpose trail bisects the project site from east to west, running from Santa Barbara Drive to Santa Maria Way.

Surrounding Land Uses

The parcels immediately surrounding the project site have land use classifications of Open Space (OS) and Low Density Residential (LDR-5) to the east, CC to the north and west, and CC and HDR-14 to the south. The project site is surrounded by Rodenberger Park and Maramonte Park to the east, a vacant lot with Miller Street beyond to the north, and Sunrise Drive with high density residential development beyond to the south. To the west of the northern half of the project site is Santa Maria Way with commercial and office uses beyond. To the west of the southern half of the project site is an empty lot planned/approved for future development of a DMV site.

Historic Use of the Project Site and Surrounding Properties

A Phase I Environmental Site Assessment (ESA) was prepared by Avocet Environmental, Inc. in November 2016 for a 10-acre property encompassing the project site and future DMV site adjacent to southwest of the project site (APNs 128-090-022, 128-090-023, and 109-010-029). According to the Phase I ESA, the project site is located within the administrative boundary of the Santa Maria Valley Oil Field and is part of the larger, approximately 61-acre Twitchell-Weging Lease. To the northeast and southeast of the site are the former Gallison Fee and the former Nelson Lease, respectively. All three of the parcels studied in the Phase I ESA, including the project site, were used for oil and gas production between the 1930s and the 1980s, first by Bel-Air Oil Company (Bel-Air) and later by Union Oil Company of California (Unocal). One oil well (Twitchell-Weging Lease Well No. 2) is located on the northeastern portion of the project site, just south of the proposed apartment Building 1, and will include a 10-foot no-build easement around it. Another oil well (Twitchell-Weging Lease Well No. 3) is located on the future DMV site approximately 200 feet west of the southern half of project site. These two wells were plugged and abandoned to California Department of Conservation Geologic Energy Management Division (CalGEM; formerly known as California Division of Oil, Gas, and Geothermal Resources [DOGGR]) standards in 1972 and 1982, respectively. Another former operational oil well (Twitchell-Weging Lease Well No. 1) is located approximately 300 feet to the east of the project site within Maramonte Park, with an approved Remedial Action Plan in place, but yet to be implemented. Additionally, buildings and Underground Storage Tanks (USTs) associated with a former oilfield service company (Welltech) are located on the property to the east of the northern portion of the project site.

In addition to oil-related operations, the project site was formerly developed with the Ozzimo Electric Company facilities. While the electric company buildings no longer exist on the project site, the foundational concrete slabs are still in place along the midline of the site. These slabs are in the approximate location of the proposed stormwater basin and pool in the northern

portion of the site, as well as a parking area and proposed apartment Building 4 in the southern portion of the site and would be removed for the project.

Figure 1 shows the regional location of the project site in southeastern Santa Maria, and Figure 2 shows the project site location relative to its local surroundings. Figure 3 shows the conceptual site plan for the project.

8. Other Public Agencies Whose Approval Is Required

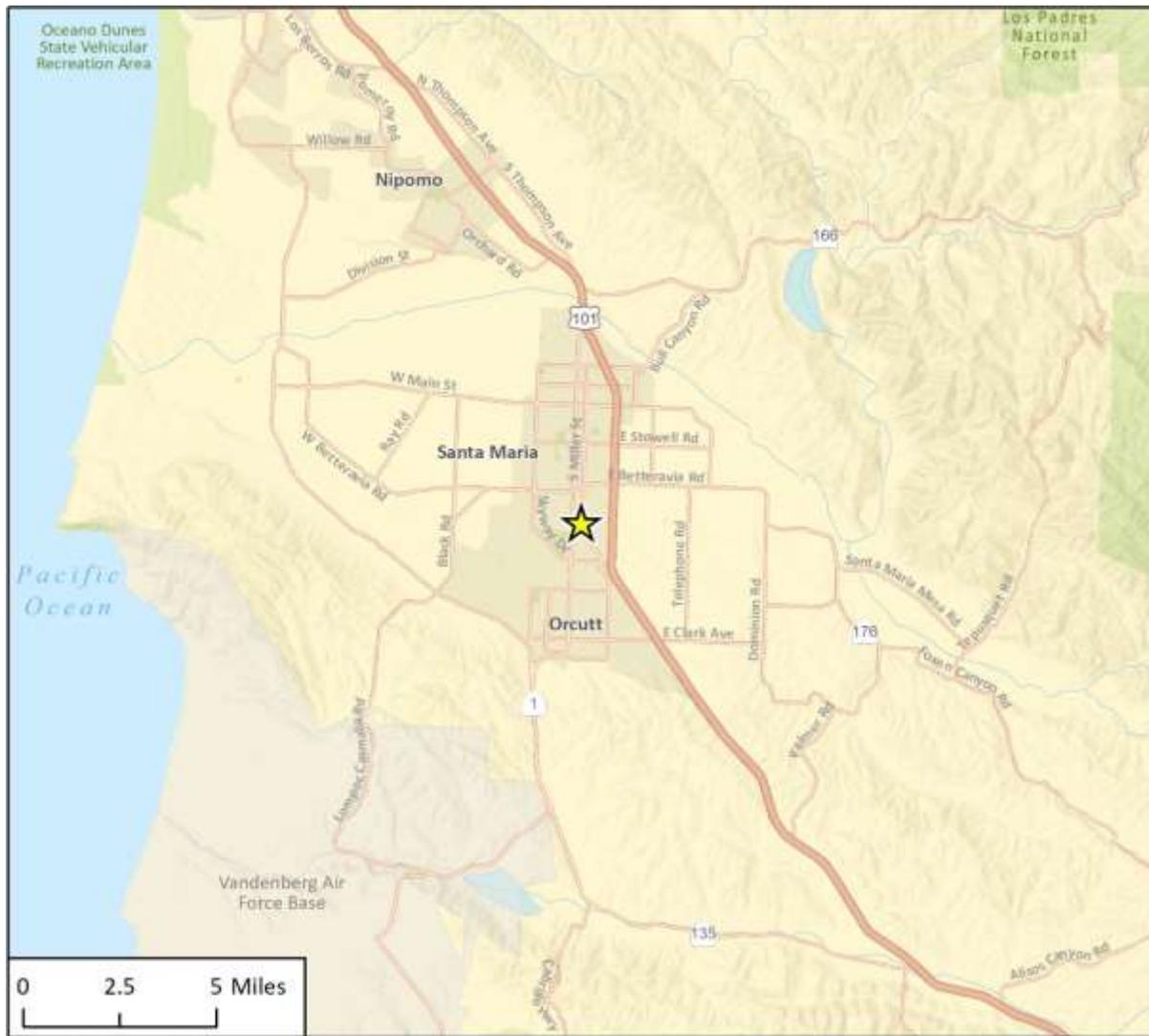
Agency	Permits/Other Approvals
City of Santa Maria Community Development Department	Planned Development Permit (PD2020-0008), Conditional Use Permit (U2020-0012), and Lot Line Adjustment (SUB2021-0001)
Santa Barbara County Air Pollution Control District	Stationary source Authority to Construct (ATC), Permit to Operate (PTO) for point sources in development
Santa Barbara County Environmental Health Services	Former on-site industrial facility hazardous materials remediation
California Department of Toxic Substances Control (DTSC)	Remediation of existing and past soil contamination due to former on-site and surrounding oil and gas production, and electric company operations.
California Geologic Energy Management Division (CalGEM)	Review of 10' no-build easement around on-site capped oil well.

9. California Native American Tribes Consultation

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

On March 2, 2021, the City of Santa Maria sent letters to the local Native American contacts identified by the NAHC. No requests for consultation on this project were received.

Figure 1 Regional Project Location



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★ Project Location



Figure 2 Project Site and Surroundings



Figure 3 Preliminary Project Site Plan



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1. AESTHETICS

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	

Impact Discussion:

- a., c. The entire project site is covered by a Planned Development (PD) overlay, with 5.57 acres in the High Density Residential (PD/R-3) zone district and 1.90 acres in the General Commercial (PD/C-2) zone district. The project would involve the development of commercial and residential buildings, and their associated facilities, as infill development.

The project site currently contains two sets of large, broken concrete slabs associated with a former electric company (Ozzimo Electric Company) that operated on the site. Vegetation on the site includes ruderal vegetation and scattered trees, and the views surrounding the site are highly developed and urbanized. According to the City's General Plan, no unique or important scenic vistas are on, or in view from, the project site (City of Santa Maria 2001).

The parcels immediately surrounding the project site have land use classifications of Open Space (OS) and Low Density Residential (LDR-5) to the east, CC to the north and west, and CC and HDR-14 to the south. The project site is surrounded by Rodenberger Park and Maramonte Park to the east, a vacant lot with Miller Street beyond to the north, and Sunrise Drive with high density residential development beyond to the south. To the west of the northern half of the project site is Santa Maria Way with commercial and office uses beyond. To the west of the southern half of the project site is an empty lot planned/approved for future development of a California Department of Motor Vehicles (DMV) site. There are no available views between Maramonte and Rodenberger Park areas and the project site due to a solid concrete wall blocking the view between properties.

The project site does not contain high-quality public views or scenic vistas. In addition, development on the project site would not result in development density or intensity substantially different than development of the site envisioned under the land uses and zoning in the area. Furthermore, all future development on the project site will be required to comply with all City site and building standards, and Landscape Standards (Chapter 12-44) included in Title 12 of the SMMC and established through the

Community Development Department design review process. Therefore, the project would not have adverse effects on scenic vistas or conflict with applicable zoning, nor would it significantly degrade the existing visual character or quality of views on the site. Impacts would be less than significant.

- b. The project site is currently vacant, and located on the east side of Santa Maria Way, between Miller Street and Sunrise Drive, approximately 0.75-mile west of U.S. Highway 101 (U.S. 101), which is the nearest state highway to the project site. This portion of U.S. 101 is listed as an Eligible State Scenic Highway but is not officially designated (Caltrans 2018). Due to the distance between U.S. 101 and the project site, there are no available views of the project site from U.S. 101. Furthermore, existing trees on the site are sparse and no locally significant resources have been identified in the project vicinity. Therefore, the project would result in no impact related to scenic resources within a state scenic highway.
- d. Existing sources of nighttime lighting in the vicinity of the site include existing streetlights along Miller Street, Santa Maria Way, and Sunrise Drive, spillover lighting from surrounding development (primarily from the commercial properties to the west), light from the headlights of vehicles traveling along Miller Street, Santa Maria Way, and Sunrise Drive, and from the high-density residential development to the south. Development of the project site would result in an increase in ambient nighttime lighting through the addition of parking lot and security/safety lighting, and exterior fixtures associated with residential and commercial structures. In addition, exterior building materials, windows, and surface paving materials may cause glare that could affect the nearby residences to the south.

The project would be required to conform to the Glare and Lighting Performance Standards outlined in the SMMC (Zoning Section 12-49.09), which sets operational standards and requirements for lighting installations. Applicable standards include limits on reflective surfaces, outdoor lighting shielding requirements, and limits on fixture height and light beam coverage. Prior to development of the site under the project, the applicant would also be required to provide an overall lighting plan to the Community Development Department to demonstrate that the project complies with the requirements of SMMC. The lighting plan for any subsequent development under the project would be required to be reviewed and approved by the Community Development Department prior to issuance of building permits. Compliance with applicable City policies and regulations would ensure that impacts associated with the creation of new sources of exterior lighting and glare would be less than significant. Impacts would be less than significant.

Mitigation Measure(s) incorporated into the project: Implementation of the project would not result in potentially significant impacts related to agriculture and forest 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
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Setting:

The project site is vacant with two large, broken concrete slabs associated with a former electric company (Ozzimo Electric Company) that previously operated on the site. The site was also used for oil and gas production between the 1930s and the 1980s. The Department of Conservation’s Farmland Mapping and Monitoring Program classifies the project site as *Urban and Built Up Land* (Department of Conservation [DOC] 2018).

Impact Discussion:

a. – e. There is no agriculturally zoned land, land enrolled in a Williamson Act Contract, or timber or forest lands on the project site, and the site is not a part of any timber harvesting plans or zones. Therefore, the project would not result in impacts related to conversion of agricultural land to non-agricultural use, conflict with existing zoning for agricultural use, conversion of forest land to non-forest use, or conflict with existing zoning for forest land.

Mitigation Measure(s) incorporated into the project: Implementation of the 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 district 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		

Setting:

The project site is located in the City of Santa Maria in northern Santa Barbara County. The climate in and around Santa Maria, as well as most of southern California, is dominated by the strength and position of the semi-permanent high-pressure center over the Pacific Ocean near Hawaii. It creates cool summers, mild winters, and infrequent rainfall. It drives the cool daytime sea breeze and maintains a comfortable humidity range and ample sunshine after the frequent morning clouds dissipate. However, the same atmospheric processes that create the desirable living climate combine to restrict the ability of the atmosphere to disperse the air pollution generated by the population attracted in part by the desirable climate.

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.
- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

Both summer and winter air quality in the project area is generally very good. The closest air monitoring station to the project site is the Santa Maria-906 South Broadway monitoring station, located in downtown

Santa Maria. This station measures ozone (O₃), particulate matter with diameter of 10 micrometers or less (PM₁₀), and sulfur dioxide.

Regulatory Framework

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for “criteria pollutants” and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide, volatile organic compounds (VOC)/reactive organic compounds (ROC),¹ nitrogen oxides (NO_x), PM₁₀, particulate matter of 2.5 microns or less (PM_{2.5}), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as O₃, which is created by atmospheric chemical and photochemical reactions primarily between ROC and NO_x. Secondary pollutants include oxidants, O₃, and sulfate and nitrate particulates (smog). By law, the federal standards may be exceeded not more than once per year, while the California standards may not be exceeded at all.

Air Quality Standards and Attainment

The project site is located in the South Central Coast Air Basin (SCCAB), which encompasses San Luis Obispo, Santa Barbara, and Ventura counties and is under the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). As the local air quality management agency, the SBCAPCD is required to monitor air pollutant levels to ensure that the NAAQS and CAAQS are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the SCCAB is classified as being in “attainment” or “nonattainment.” 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 associated with these criteria pollutants, presented in Table 1 are already occurring in that area as part of the environmental baseline condition. Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. Santa Barbara County is currently designated nonattainment for the state standard for PM₁₀, nonattainment for the state and federal standard for 1-hour and 8-hour O₃, and attainment or unclassifiable for all other federal and state ambient air quality standards (SBCAPCD 2021). These nonattainment statuses are a result of several factors, including mobile and stationary sources in the SCCAB.

Table 1 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM ₁₀)	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma). ¹
<i>Source: United States Environmental Protection Agency 2018</i>	

¹ CARB defines VOC and ROC similarly as, “any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate,” with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROC and VOC are considered comparable in terms of mass emissions, and the term ROC is used in this IS-MND.

Air Quality Management

Because Santa Barbara County is designated nonattainment for the state O₃ and PM₁₀ standards, the SBCAPCD is required to implement strategies to reduce pollutant levels to achieve attainment of the NAAQS and CAAQS. The 2019 Ozone Plan is the current SBCAPCD Board-adopted air quality management plan for the County. The 2019 Ozone Plan incorporates and builds upon the prior Clean Air Plans and predominantly focuses on achieving attainment of the state O₃ standards, in addition to the federal O₃ standard. The 2019 Ozone Plan focuses on reducing O₃ precursor emissions through implementation of transportation control measures that serve to reduce mobile source emissions, which are the primary source of ROC and nitrogen oxides emissions in the county (SBCAPCD 2019). The major sources of O₃ precursor emissions in Santa Barbara County, which includes the City of Santa Maria, are motor vehicles, the petroleum industry, and solvent usage (paints, consumer products and certain industrial processes). Sources of PM₁₀ include mineral quarries, grading, demolition, agricultural tilling, road dust, and vehicle exhaust (County of Santa Barbara 2021a).

Sensitive Receivers

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following typical groups who are most likely to be affected by air pollution: children under 14 years of age; elderly over 65 years of age; athletes; and people with cardiovascular and chronic respiratory diseases. Land uses typically associated with sensitive receivers include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics (CARB 2005). The sensitive receivers nearest to the project site include Rodenberger Park and Maramonte Park, both of which are located adjacent to the eastern boundary of the project site. Additionally, Rotary Centennial Park and the Robin Ventura Tee Ball Fields are located approximately 0.3-mile east of the project site.

Significance Thresholds

The City of Santa Maria and SBCAPCD have not adopted quantitative significance criteria for temporary construction emissions associated with conventional land development projects. However, SBCAPCD recommends quantification of construction-related emissions from construction activities and uses 25 tons per year for ROC and NO_x as a guideline for determining the significance of construction impacts. 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. This analysis uses 25 tons per year as a significance threshold for construction-related emissions.

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 to determine the significance of the project's long-term impact on air quality. Based on the criteria suggested by the SBCAPCD (2015) a project would not have a significant air quality effect on the environment if operation of the project would:

- Emit (from all project sources, mobile and stationary), less than the daily trigger (Currently 55 pounds per day for NO_x and ROC, 80 pounds per day for PM₁₀, and 240 pounds per day for attainment pollutants (except PM_{2.5} and carbon monoxide) for offsets set in the APCD New Source Review Rule, for any pollutant; and
- Emit less than 25 pounds per day of oxides of nitrogen (NO_x) or reactive organic compounds (ROC) from motor vehicle trips only; and
- Not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except O₃); and
- Not exceed the APCD health risk public notification thresholds adopted by the APCD Board; and
- Be consistent with the adopted federal and state Air Quality Plans.

Methodology

Air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod uses project-specific information,

including the project's land uses, square footages for different uses (e.g., Fast Food Restaurant with Drive Thru, Apartments Low Rise, Parking Lot, etc.), and location, to model a project's construction and operational emissions. The analysis reflects the construction and operation of the project as described under the description of the project.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. CalEEMod estimates construction emissions by multiplying the amount of time equipment is in operation by emission factors. Construction of the project was analyzed based on the general construction schedule timeframe provided by the applicant and standard CalEEMod assumptions on construction equipment. Construction would occur over approximately 20 months. Based on the preliminary grading plans for the project, the project would require 6,200 cubic yards of cut material and 20,300 cubic yards of fill material, for a balance of 14,100 cubic yards of soil import. It is assumed all construction equipment used would be diesel-powered. This analysis assumes the project would comply with all applicable regulatory standards. In particular, the project would comply with SBCAPCD Rules 345 and 323.1.

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, area source emissions, and stationary sources emissions (i.e., generator). Mobile source emissions are generated by vehicle trips to and from the project site. According to the Institute of Transportation Engineers Trip Generation Handbook, 10th edition, the average trip generation rate for low rise apartments is approximately 1,025 trips per day on weekdays, 1,140 trips per day on Saturdays, and 879 trips per day on Sundays. The average trip generation rate for a fast food restaurant with a drive-through is approximately 2,557 trips per day on weekdays, 3,346 trips per day on Saturdays, and 2,566 trips per day on Sundays (Precision Traffic & Safety Systems 2021). Emissions attributed to energy use include natural gas consumption by appliances as well as for space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coatings.

Impact Discussion:

- a. Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population and housing growth. A project may be inconsistent with the applicable air quality plan if it would result in population, housing, or employment growth that exceeds growth estimates included in the applicable air quality plan. Such growth would generate emissions not accounted for in the applicable air quality plan emissions budget. Therefore, projects need to be evaluated to determine whether they would generate population, housing, or employment growth and, if so, whether that growth would exceed the growth rates included in the applicable air quality plan. The most recent and applicable adopted air quality plan is the 2019 Ozone Plan. The 2019 Ozone Plan, prepared by the SBCAPCD in December 2019, is the ninth triennial update to the initial state Air Quality Attainment Plan that was adopted by the SBCAPCD Board of Directors in 1991. The 2019 Ozone Plan describes the air quality setting for the Santa Barbara County region, including the regional climate and meteorology, current and projected air quality, and the regulatory framework for the management of air quality. To be determined to be consistent with the current air quality attainment plan (2019 Ozone Plan), the project's direct and indirect emissions must be accounted for in the growth assumptions in the 2019 Ozone Plan and the project must be consistent with the policies adopted in the 2019 Ozone Plan.

The Ozone Plan relies primarily on the land use and population projections provided by the Santa Barbara County Association of Governments (SBCAG) and CARB on-road emissions forecast as a basis for vehicle emission forecasting (SBCAPCD 2019). Populations that remain within the 2019 Ozone Plan and SBCAG forecasts are accounted for with regard to SBCAPCD emissions inventories. When population growth exceeds these forecasts, emission inventories could be surpassed, affecting attainment status. The project would increase population in the City of Santa Maria by approximately 508 people and the addition of 5,345 square feet of commercial space, including a drive-through. The SBCAPCD projections estimate that the population in Santa Barbara County, including the City of Santa Maria, in 2035 would be 505,300 (SBCAPCD 2019). The DOF estimates the County currently has a population of 441,172 (DOF 2021). Therefore, the additional population of 508 would account for approximately 0.1% of the County's population growth and would be well within SBCAPCD

projections and within the 2019 Ozone Plan projections. Further, the development of the site would be required to comply with all SBCAPCD rules and regulations for construction and operation. The project would be consistent with the SCAPCD 2019 Ozone Plan and thus, would not obstruct its implementation. This impact would be less than significant.

- b. The project would result in temporary construction emissions and long-term operational emissions. Construction activities such as the use of construction vehicles and equipment over unpaved areas, grading, trenching, and disturbance of stockpiled soils have the potential to generate fugitive dust (PM₁₀) through the exposure of soil to wind erosion and dust being drawn into the air by turbulent air currents. Exhaust emissions associated with heavy construction equipment would potentially degrade regional air quality. Long-term emissions associated with operational impacts would include emissions from vehicle trips (mobile sources); natural gas use (energy sources); landscape maintenance equipment, consumer products, and architectural coating associated with on-site development (area sources); and forklifts (off-road sources). Air pollutant emissions associated with project construction and operation are discussed in the following subsections.

Construction Emissions.

Temporary air quality impacts generally occur during project construction. SBCAPCD has not established construction emissions thresholds. Ozone precursors NO_x and ROG, as well as CO, would be emitted by the operation of construction equipment. Fugitive dust (PM₁₀) would be emitted by activities that disturb the soil, such as grading and excavation, and roadway and project construction. Project construction emissions were estimated using CalEEMod. Table 2 shows the estimates of maximum daily construction emissions associated with the development. For full modeling results refer to Appendix A.

Table 2 Temporary Construction Emissions

Construction Year	Maximum Emissions (tons/year)			
	ROG	NO _x	CO	PM ₁₀
2022	0.2	2.1	1.8	0.5
2023	0.9	2.0	2.0	0.2
<i>SBCAPCD Thresholds</i>	25	25	<i>n/a</i>	<i>n/a</i>
Threshold Exceeded?	No	No	<i>n/a</i>	<i>n/a</i>
<i>n/a = not available</i>				
<i>Source: CalEEMod v. 2020.4.0, annual emissions reports. Modeling results contained in Appendix A.</i>				

As shown in Table 2 annual emissions of all criteria pollutants would be below SBCAPCD's 25 tons per year threshold for the project construction. As discussed in Section 9, *Hazards and Hazardous Materials*, approximately 2,000 cubic yards of material would need be excavated for site remediation. Based on the default assumptions in CalEEMod of 20 cubic yards per haul trip, the remediation would add approximately 100 haul trips, which would constitute an approximate increase of 3% in haul trips for the project. This small increase in haul trips would not result in a substantial increase in construction emissions or cause emissions to exceed SBCAPCD thresholds. However, because the Santa Barbara County portion of the SCCAB is a nonattainment area for the state PM₁₀ standard, construction emissions control measures are required for all projects involving earthmoving activities regardless of size or duration. Therefore, Mitigation Measure AQ-1 has been identified to reduce construction emissions in accordance with local regulatory policies.

Construction Emissions Conclusion: Compliance with Mitigation Measure AQ-1, would ensure that air quality impacts from construction would be less than significant.

Operational Emissions.

Operational emissions would include emissions associated with mobile sources (vehicle trips); energy sources (natural gas use); area sources (landscape maintenance equipment, consumer

products, and architectural coating associated with on-site operational activities); and off-road sources (forklifts).

The emissions from project operations were estimated using CalEEMod. Table 3 summarizes the operational emissions that would result from the project and compares the emissions with the SBCAPCD significance criteria for evaluating air emissions impacts.

Table 3 Operational Emissions

Source	Maximum Emissions (lbs/day) ¹					
	ROG	NO _x	PM ₁₀	PM _{2.5}	CO	SO ₂
Area Source	3.9	0.1	<0.1	<0.1	11.6	<0.1
Energy	<0.1	0.7	0.1	0.1	0.4	<0.1
Mobile	10.3	9.7	9.7	2.7	69.2	<0.1
Total	14.1	10.5	9.8	2.8	81.3	0.1
<i>Threshold (all sources)</i>	240	240	80	n/a	n/a	n/a
Threshold Exceeded?	No	No	No	n/a	n/a	n/a
<i>Threshold (mobile only)</i>	25	25	n/a	n/a	n/a	n/a
Threshold Exceeded?	No	No	n/a	n/a	n/a	n/a

¹ Note: All emissions are rounded up so totals may not match.
Source: CalEEMod v.20202.4.0, summer emissions reports. Modeling results contained in Appendix A.

As shown in Table 3, the project would generate an estimated 14.1 pounds of ROG per day, 10.5 pounds of NO_x per day, and 9.8 pounds of PM₁₀ per day.

Operational Emissions Conclusion: The project's operational emissions would not exceed SBCAPCD criteria for defining a significant air quality impact.

Construction emissions would be reduced with adherence to Mitigation Measure AQ-1. Operational emissions would not exceed SBCAPCD thresholds for a criteria pollutant and would comply with SBCAPCD criteria pollutant thresholds. The project would not result in individually or cumulatively significant impacts to air quality. This impact would be less than significant with mitigation.

- c. The California Air Resources Board (CARB) has identified diesel particulate matter as the primary airborne carcinogen in the state (CARB 2014). A primary source of diesel particulate matter is exhaust from vehicle traffic on highways and CARB recommends against siting residential land uses within 500 feet of the outer edge of a freeway. The project would not involve the construction of residential uses within 500 feet of the outer edge of a freeway.

According to the SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents* guidance document, historically, the air quality concern associated with drive-through facilities was the potential occurrence of CO hotspots where a large number of vehicles idle. Due to the relatively low background ambient CO levels in Santa Barbara County, including the City of Santa Maria, localized CO impacts associated with drive-through project traffic alone are not expected to exceed the CO health-related air quality standards. Therefore, CO "hotspot" analyses are no longer required and development of the proposed drive-through would not expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant.

- d. During construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be intermittent and temporary, generally disperse with distance, and would cease upon completion of the project. Project construction would not generate other emissions leading to odors that would affect a substantial number of people. Construction-related impacts would be less than significant.

Section 5.3.4 of the SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents* guidance document provides a list of projects that have the potential to generate substantial odor complaints. The uses include fast food restaurants, bakeries, and coffee roasting facilities (SBCAPCD 2017). The project would involve the construction of a fast-food restaurant with a drive-through. The fast-food restaurant and drive-through would be sited in the northeastern-most portion of the project site along Miller Way and would be separated from residential uses onsite by the intervening parking areas, roadways, and landscaping. However, project operations could result in substantial odor complaints. Odors from the drive-through could, therefore, result in potentially significant impacts and would require implementation of Mitigation Measure AQ-2. Operational impacts related to objectionable odors would be less than significant with mitigation.

Mitigation Measure(s) incorporated into the project:

AQ-1 Construction Emissions Control Measures. The project applicant shall install the following air pollutant emissions control measures throughout the construction period:

Dust Control Measures

During construction, the applicant shall implement all of the applicable measures from the following list as standard dust control measures to avoid impacts associated with fugitive dust emissions:

- a. Use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
- b. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 mph or less.
- c. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
- d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.
- e. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
- f. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD prior to land use clearance for map recordation and land use clearance for finish grading of the structure.

Equipment Emissions Control Measures

During project grading and construction the applicant shall adhere to the following measures to reduce NO_x and PM_{2.5} emissions from construction equipment:

- a. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- b. Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel PM and criteria pollutant emissions from in-use

(existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.

- c. All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.
- d. Diesel construction equipment meeting the CARB Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.
- e. Diesel powered equipment should be replaced by electric equipment whenever feasible.
- f. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.
- g. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- h. All construction equipment shall be maintained in tune per the manufacturer's specifications.
- i. The engine size of construction equipment shall be the minimum practical size.
- j. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

Fugitive Dust Control

The project applicant shall comply with SBCAPCD's Rule 345: Control of Fugitive Dust from Construction and Demolition Activities including all applicable standards and measures therein.

Diesel-fired Engine Permits

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

Permit to Operate

If contaminated soils are found at the project site, SBCAPCD must be contacted to determine if ATC and/or Permit to Operate permits shall be required. (SBCAPCD permits are required for all soil vapor extraction activities. SBCAPCD permits are also required for the excavation, or "dig-and-haul," of more than 1,000 cubic yards of contaminated soils.)

Equipment Idling Requirements

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

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

Asphalt Paving Requirements

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

AQ-2 Odor Control. Operation of the restaurant is required to comply with the requirements of SBCAPCD Rule 303 that prohibits the discharge of air contaminants or other material that would cause injury, detriment, nuisance or annoyance to any considerable number of persons. Deliveries for the fast-food restaurant are required to comply with California Code of Regulations (CCR) Title 13, Section 2485 which would limit delivery truck idling times to five minutes or less. Heavy truck idling times shall be limited to reduce the potential for nuisance odors associated with diesel exhaust emissions in the vicinity of the project site. Furthermore, the project applicant shall prepare and submit an Odor Abatement Plan (OAP) as part of the permit application for the project. The OAP, in compliance with guidance from the SBCAPCD, shall include the following elements to monitor and reduce odors from the restaurant and drive-through:

1. Name and telephone number of contact person(s) at the facility responsible for logging in and responding to odor complaints.
2. Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the staff on how to respond.
3. Description of potential odor sources at the facility.
4. Description of potential methods for reducing odors, including minimizing idling of delivery and service trucks and buses, process changes, facility modifications and/or feasible add-on air pollution control equipment.
5. Contingency measures to curtail emissions in the event of a public nuisance complaint.

Effectiveness of Mitigation Measure: With implementation of Mitigation Measures AQ-1 and AQ-2, potential impacts from air pollutant emissions and odors would be reduced and impacts would be less than significant.

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 Game 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 Game or U.S. Fish and Wildlife Service?			X	

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Setting:

The project site is located in a developed commercial and residential area within the City of Santa Maria. The site is currently undeveloped infill parcels and contains two sets of large, broken concrete slabs associated with a former electric company (Ozzimo Electric Company) that operated on the site. Vegetation on the site includes ruderal vegetation and scattered trees. An existing paved multi-purpose trail bisects the project site from east to west, running from Santa Barbara Drive to Santa Maria Way. Surrounding development minimizes the potential for wildlife access to and from the site.

Impact Discussion:

a-d. The project site does not contain riparian habitat and is not located within a known regional wildlife movement corridor or other sensitive biological area as indicated by the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation portal (USFSW 2021). Rincon biologists conducted a review of the California Department of Fish and Wildlife’s (CDFW) California Natural Diversity Database (CNDDDB) for recorded occurrences of special status plant and wildlife taxa occurring in the region. The CNDDDB query included records from eight USGS 7.5-minute topographic quadrangles containing or surrounding the site: *Santa Maria, Oceano, Huasna Peak, Twitchell Dam, Sisquoc, Orcutt, Casmalia, and Guadalupe, California*. The CNDDDB is based on reported occurrences of special status taxa and does not constitute a comprehensive inventory of biological resources for any given area. Other database search results included the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (CNPS 2021).

Based on the results of the CNDDDB query, there are four species of concern with a low potential to occur on the project site. These species include the Northern California legless lizard (*Anniella pulchra*), tricolored blackbird (*Agelaius tricolor*), American peregrine falcon (*Falco peregrinus anatum*), and pallid bat (*Antrozous pallidus*). Due to the developed nature of the area and lack of native, riparian, or other suitable habitat, these species are not anticipated to occur onsite. Nevertheless, existing trees on and around the parcels within the area could contain bird nests and birds that are protected under

the Migratory Bird Treaty Act (MBTA) and Fish and Game Code of California (CFGC). Protected birds include all common songbirds, waterfowl, shorebirds, hawks, owls, eagles, ravens, crows, native doves and pigeons, swifts, martins, swallows, and others, including their body parts (feathers, plumes etc.), nests, and eggs. The project would involve removal of existing trees on the site. In addition, disturbance from project demolition and construction activities may affect protected nesting birds in existing trees near the site. Mitigation Measure BIO-1 would be required to reduce impacts to nesting birds to less than significant.

- c. The National Wetlands Inventory (NWI) was reviewed to determine if wetland and/or non-wetland waters had been previously documented and mapped on or in the vicinity of the project site (USFWS 2021). No such features occur on or adjacent to the project site. There are three freshwater ponds in the vicinity of the site. The freshwater ponds are located 0.5-mile northwest of the site, 0.4-mile west of the site, and 0.6-mile southwest of the site. Construction and operation of the project would not involve or require the direct removal, filling, hydrological interruption, or other adverse effects to the bed, bank, channel, or adjacent upland area of the freshwater ponds. Impacts would be less than significant.
- e. The project would involve the removal of trees from the project site. The project would be required to comply with SMMC Chapter 8-8 for the removal and replacement of trees within the city. Furthermore, the project would be required to comply with City of Santa Maria General Plan Goal 3, "Preserve natural biological resources and expand the Santa Maria Urban Forest" and General Plan Policy 3, "Protect and preserve biological resources, and expand the urban forest within the Planning Area in order to enhance the quality of life in the Santa Maria Valley" (City of Santa Maria 2001). Landscaping on the project site would include various shrubs and trees, including street trees, canopy trees, accent trees, and perimeter screening trees. Street trees and screen planting would be implemented between the commercial building drive-through and the surrounding roadways, as well as along the edges of the pool/spa area. On-going implementation of the goal and policy through site-specific review by the City would reduce potential impacts to biological resources within the project site and the surrounding area. The project would not include components that would conflict with or hinder implementation of the City's urban forestry municipal code (Chapter 8-8) or other policies or ordinances for protecting biological resources. Impacts would be less than significant.
- f. The project site is not located in an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (USFWS 2021). Therefore, the project would not conflict with such a plan and no impact would occur.

Mitigation Measure(s) incorporated into the project:

The following mitigation measure would be required to avoid potential impacts to nesting birds as a result of the project.

BIO-1 Pre-construction Nesting Bird Surveys. To avoid and minimize impacts to nesting bird species, including special status species (e.g., burrowing owl) and species protected by the MBTA and CFGC, all initial vegetation clearing and ground disturbance activities for the project shall be limited to the time period between September 1 and February 1.

If initial vegetation clearing and ground disturbance cannot be conducted during this time period, the applicant shall conduct a pre-construction survey for active bird nests within the limits of the project site and a 300-foot buffer, with an allowed reduction in this buffer, if approved by The City, due to right-of-entry and/or line-of-sight issues. Surveys shall be conducted by a City-approved qualified biologist.

Surveys shall be conducted no less than two weeks prior to any construction activities. If no active nests are located, ground- disturbing construction activities can proceed and no further mitigation will be required. If active nests are located, then all construction work must be conducted outside a no disturbance buffer zone (up to 300 feet for raptors, and up to 100 feet for all other species). No direct disturbance to nests shall occur until the young are no longer reliant on the nest site as determined by the City-approved qualified biologist. The approved biologist shall conduct monitoring

of the nest until all young have fledged, at which time construction activities can occur within the previously established no disturbance zone.

Plan Requirements and Timing. The results of the surveys shall be reported to the City Community Development Department prior to issuance of grading permits. No disturbance buffers shall be demarcated in the field (e.g., fencing, flagging) prior to initiation of construction activities in the vicinity of an active nest.

Monitoring. The City Community Development Department staff will verify that a pre-construction nesting bird survey has been conducted, if required based on construction timing, and shall verify that no disturbance avoidance buffers have been established prior to issuance of a grading permit. The approved biologist shall be responsible for monitoring active nests, if any occur.

Effectiveness of Mitigation Measure: With implementation of Mitigation Measure BIO-1 potential impacts to nesting birds would be avoided and impacts would be less than significant.

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 formal cemeteries?		X		

Setting:

In September 2021, Rincon Consultants, Inc. (Rincon) prepared a Phase 1 Cultural Resources Assessment (Phase 1 CRA) for the parcels included in the project. A record search was performed by the California Historical Resources Information System (CHRIS) at the Central Coast Information Center (CCIC) located in Santa Barbara, California on May 27, 2009 for the project site and a 0.5-mile radius around the site. In addition to the CCIC records search, a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, the Built Environment Resource Directory, and the Archaeological Determinations of Eligibility list was conducted for the project.

The CCIC records search identified three previously conducted cultural resources studies within the 0.5-mile radius of the project site, one of which (SR-00380) includes portions of the current project site. SR-00380 identified two small areas utilized for dumping of trash in the recent historic period (probably after 1920 or later) as having archaeological or historical value. Records indicate that the dumping areas were limited in area and appear to have been thoroughly disturbed by bottle collectors in the recent past. No other cultural materials were identified within the vicinity of the project site.

The CCIC records search identified one previously recorded historic resource (P-42-004143/CA-SBA-004143H) within a 0.5-mile radius of the project site. This historic resource is located in the southern portion of the project site, and consists of a concrete foundation measuring approximately 124-feet north-south by

218-foot east-west. However, the buildings associated with the remaining foundation were demolished between 2005 and 2009, and due to the lack of documentation about the buildings and isolated nature of the feature, the site is not a historical resource pursuant to CEQA.

In addition to the records searches for the project site and surrounding area, Rincon performed an on-foot inspection as part of the Phase 1 CRA of the project site. Dustin Merrick (MA, Registered Professional Archaeologist) conducted the inspection on September 7, 2021. Areas of exposed ground were inspected for prehistoric artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), ecofacts (marine shell and bone), soil discoloration that might indicate the presence of a cultural midden, soil depressions, and features that indicate the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historic debris (e.g., metal, glass, ceramics). Ground disturbances, such as burrows, and drainages were also visually inspected. The results of the field investigation yielded no evidence of new archaeological resources; however, the concrete foundation of a built feature related to a building predating 1967 was present in the southern parcel, along with more recent concrete foundations observed in the northern parcel.

Rincon contacted the Native American Heritage Commission (NAHC) on March 29, 2021, to request a Sacred Lands File (SLF) search of the project site. The NAHC emailed a response to Rincon on April 18, 2021, stating that the SLF search was negative.

Impact Discussion:

- a. Based on the record search performed as part of the Phase 1 CRA for the project, no prehistoric resources were identified on site. However, one previously recorded historic cultural resource exists (P-42-004143/CA-SBA-004143H) within the boundaries of the project site. Based on a sketch map, photographs, and findings in the record, this site is not eligible for inclusion in the CRHR and is not a historical resource pursuant to CEQA. Therefore, development of the project would not result in impacts to historical resources.
- b. The Phase 1 CRA for project determined that no known Native American resources have been recorded within the boundary of the project site, and no artifacts have been identified or recovered from the project vicinity. Given the lack of identified Native American resources, and history of ground disturbance on the project site, compliance with applicable General Plan policies, laws, and regulations would avoid or reduce impacts to Native American and archeological resources to the extent possible. However, ground disturbance associated with project construction could uncover previously unknown buried archeological deposits. Therefore, Mitigation Measure CR-1, which includes measures to protect and evaluate unanticipated finds, would be required for the project to ensure that potential impacts to previously undiscovered archaeological resources would be less than significant.
- c. Based on the results of the Phase 1 CRA for the project, buried human remains are not expected on or in the vicinity of the project site. However, ground disturbance associated with project construction could uncover previously unknown buried human remains. Therefore, Mitigation Measure CR-2, which includes measures to protect and evaluate unanticipated buried human remains, would be required for the project to ensure that potential impacts to previously undiscovered buried human remains would be less than significant.

Mitigation Measure(s) incorporated into the project:

CR-1 Unanticipated Discovery of Cultural Resources. In the unlikely event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work in the immediate area should be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archeology (National Park Service 1983) shall be contacted immediately to evaluate the find. If the find is prehistoric, then a Native American representative shall be contacted to participate in the evaluation of the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility. If the discovery proves to be eligible for listing in the CRHR and cannot be avoided, additional work, such as testing and data recovery excavations, may be required by the qualified archaeologist to mitigate impacts to the archeological resources. This condition shall be

included on project grading plans and submitted to the City Community Development Department for review and approval concurrent with submittal of applications for grading permits. This condition shall be in effect throughout grading activities on the project site. The City Community Development Department staff shall verify compliance with this measure on project plans prior to initiation of site disturbance activities.

CR-2 Unanticipated Discovery of Buried Human Resources. In accordance with California State Health and Safety Code Section 7050.5, in the event of an accidental discovery or recognition of any human remains, no further disturbances shall occur until the Santa Barbara Sheriff's Office Coroner's Bureau has made the necessary findings as to origin and disposition pursuant to CEQA regulations and Public Resources Code Section 5097.98. If the human remains are determined to be prehistoric, the coroner shall notify the NAHC, which would determine and notify a most likely descendant (MLD). The MLD shall complete an inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access. This measure shall be in effect throughout grading activities on the project site. The City Community Development Department staff shall verify compliance with this measure on project plans prior to initiation of site disturbance activities.

Effectiveness of Mitigation Measure: With implementation of Mitigation Measures CR-1 and CR-2, potential impacts to archaeological resources and undiscovered buried human remains would be avoided and impacts would be less than significant.

6. ENERGY

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

Setting:

In 2020, California used 190,913 gigawatt hours of electricity, of which approximately 33% of electricity generated was from renewable resources and 92,298 gigawatt hours of natural gas (California Energy Commission [CEC] 2021a). Santa Barbara County used 2,763 gigawatt hours of electricity and 124 million therms of natural gas in 2020 (CEC 2021b; CEC 2021c).

Electricity for the project would be provided by Pacific Gas and Electric (PG&E). PG&E is one of the nation's largest electric and gas utility companies, and maintains 106,681 circuit miles of electric distribution lines and 18,466 circuit miles of interconnected transmission lines (PG&E 2021). According to PG&E's 2018 Integrated Resource Plan, PG&E anticipates meeting a 2030 energy load demand of between 36,922 gigawatt-hours and 37,370 gigawatt-hours (PG&E 2018).

As of January 2021, Santa Maria customers began to receive their electricity from Central Coast Community Energy (C3E; previously known as Monterey Bay Community Power [MBCP]), which is a community choice energy agency which has committed to providing its customers with 100% carbon-free energy by the year

2030. Pursuant to Public Utilities Code Section 366.2, customers have the right to opt out of the community choice energy program and continue to receive service from the incumbent utility (PG&E) if they so choose (C3E 2021).

Natural gas for the project would be provided by the Southern California Gas Company (SoCalGas). SoCalGas is one of the nation’s largest natural gas distribution utility companies, and it maintains 5.9 million meters of transmission lines and encompasses a service territory of 24,000 square miles (SoCalGas 2021).

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

Methodology:

Energy consumption is analyzed herein in terms of construction and operational energy. Construction energy demand accounts for anticipated energy consumption during project construction, such as fuel consumed by construction equipment and construction workers’ vehicles traveling to and from the project site. Operational energy demand accounts for the anticipated energy consumption during project operation, such as fuel consumed by cars, trucks, and public transit; natural gas consumed for on-site power generation, heating building space, and electricity consumed for building power needs, including, but not limited to lighting, water conveyance, and air conditioning. The CalEEMod outputs for the air quality, GHG emissions, and vehicle miles traveled (VMT) modeling (Appendix A) were used to estimate energy consumption associated with the remainder of the project. The CalEEMod results provide the average travel distance, vehicle trip numbers, and vehicle fleet mix during project construction and operation. The CalEEMod results also provide the estimated electricity and natural gas consumption during project operation.

Impact Discussion:

- a. Construction Impacts. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. The project would require some demolition, site preparation and grading, pavement and asphalt installation, building construction, architectural coating, and landscaping and hardscaping. As shown in Table 4 below, construction of the project would require approximately 16,358 gallons of gasoline and 73,035 gallons of diesel fuel.

Table 4 Project Construction Energy Usage

Source	Fuel Consumption (Gallons)	
	Gasoline	Diesel
Construction Equipment & Hauling Trips	–	73,035
Construction Worker Vehicle Trips	16,358	–
<i>See Appendix A for CalEEMod default values for fleet mix and average distance of travel, and for energy calculation sheets.</i>		

Energy use during construction would be temporary, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the United States Environmental Protection Agency (USEPA) Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption.

In addition, pursuant to applicable regulatory requirements such as the California Green Building Standards Code (CALGreen), the project would comply with construction waste management

practices to divert a minimum of 50% of construction and demolition debris and 100% of concrete, asphalt, and land-clearing debris. These practices would result in efficient use of energy necessary to construct the project. Furthermore, in the interest of cost-efficiency, construction contractors would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, project construction would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

Operational Impacts. Operation of the project would require energy use in the form of electricity, natural gas, and gasoline and diesel fuel consumption. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, water use, off-road equipment operation, and the overall operation of the project. Gasoline consumption would be attributed to vehicular travel from residents and employees traveling to and from the project site. Diesel consumption would be attributed to trucks delivering goods to and from the project. Table 5 shows the project's estimated total annual gasoline and diesel fuel consumption, as well as electricity and natural gas use. As shown therein, project operation would consume approximately 0.9 gigawatt hours (GWh) of electricity and 453,551 thousand British thermal units (kBtu) of natural gas per year.

Table 5 Project Operational Energy Usage

Source	Energy Consumption	
Vehicle Trips		
Gasoline	168,698 gallons	18,521 MMBtu
Diesel	32,368 gallons	4,126 MMBtu
Built Environment		
Electricity	0.8 GWh	2,749 MMBtu
Natural Gas Usage	70,163 kBtu	70 MMBtu
<i>GWh = gigawatt hour; kBtu = thousand British Thermal Unit; MMBtu = metric million British Thermal Unit</i>		
<i>Source: Appendix A</i>		

The project would comply with standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. CALGreen (as codified in CCR Title 24, Part 11) requires implementation of energy-efficient light fixtures and building materials into the design of new construction projects. The Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the CEC. These standards are specifically crafted for new buildings to achieve energy efficient performance. The standards are updated every three years, and each iteration increases energy efficiency standards. In addition to these requirements, the use of nonrenewable energy resources would be further reduced as the percentage of electricity generated by renewable resources provided by PG&E continues to increase to comply with state requirements through Senate Bill 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 33% of total retail sales by 2020, 60% by 2030, and 100% by 2045.

The project would include two in-unit bicycle parking spaces per residential unit and 35 additional short-term bicycle parking spaces throughout the apartment complex, which would facilitate the use of alternative transportation modes by future residents rather than vehicles powered by fossil fuels to the site. These amenities would minimize the potential for wasteful, inefficient, or unnecessary consumption of vehicle fuels. Therefore, project operation would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy.

- b. Operation of the project would involve consumption of electricity and natural gas. However, new structures would be required to comply with Title 24 Building, Energy, and Green Buildings Standards (California Building Code, Title 24, Parts 4, 6 and 11) which address efficiency of buildings, appliances, insulation and roofing, lighting, and water and space heating and cooling equipment. The project would not conflict with other goals and policies set forth in the General Plan pertaining to renewable energy

and energy efficiency. Therefore, potential impacts associated with conflict with a state or local plan for renewable energy or energy efficiency would be less than significant.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to energy; therefore, 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 direct or indirect risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Impact Discussion:

- a.i. The proposed project would not result in substantial adverse effects, including the risk of loss injury or death involving the rupture of a known earthquake fault because, no major faults are located in, or adjacent to the project site. The closest fault is the Santa Maria Fault, approximately 1.5 miles to the east, and there are no Alquist-Priolo Faults in the region (DOC 2015). Therefore, no impacts from fault rupture would occur.
- a.ii. Although the region and site could be subject to strong seismic ground shaking, the proposed project would not directly or indirectly cause potential substantial adverse effects involving strong seismic ground shaking because the City of Santa Maria uses the standards in the California Building Code (CBC) to establish foundation and design requirements for buildings to withstand the magnitude of earthquakes that occur in the area. The project would be required to comply with the CBC and would be developed in compliance with all other applicable local, state and federal building code and construction standards. Therefore, the project would not result in exposure of people or structures to potential substantial adverse effects or instability associated with geologic conditions in the area. Impacts would be less than significant.
- a.iii. The proposed project would not directly or indirectly cause potential substantial adverse effects related to ground failure, including liquefaction. Map 11 of the City's 2017 Hazard Mitigation Plan identifies the project site in a moderate risk area for liquefaction. However, the current CBC requires a soil survey and geotechnical evaluation, with recommendations to address any issues related to soil instability prior to project development. Additionally, the SMMC requires that all recommendations of the required soil survey and geotechnical evaluations, or other actions proposed by the project engineer and approved by the City Engineer, be incorporated into construction plans (SMMC Section 11-3.04(c)). With compliance with the CBC, adverse effects from seismic-related ground failure would be less than significant.
- a.iv. The proposed project would not directly or indirectly cause potential substantial adverse effects related to landslides, as the subject property is flat and is surrounded by similarly flat parcels, without significant elevation changes. Therefore, the no impact related to landslides would occur as a result of the project.
- b., c. The topography of the project site is relatively flat. As shown on Figure SE-2 of the City's General Plan Safety Element, there are no steep slopes in the project area. Based on the preliminary grading plans for the project, the project would require 6,200 cubic yards of cut material and 20,300 cubic yards of fill material, for a balance of 14,100 cubic yards of soil fill. While the project would require some grading, compliance with SMMC Section 9-04.200, which would require grading work progress verifications, would reduce impacts from soil erosion and loss of topsoil. Furthermore, the project applicant would also be required to obtain coverage under the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (Construction General Permit), administered by the SWRCB. Coverage under the NPDES permit would require implementation of a SWPPP and various site-specific BMPs to reduce erosion and loss of topsoil during site construction. Compliance with the NPDES permit and BMPs such as straw wattles, silt fencing, concrete washouts, and inlet protection during construction would reduce impacts resulting from loss of topsoil. Therefore, impacts related to erosion and loss of topsoil would be less than significant.

The project site is generally flat, on land that is generally stable, and is located away from slopes or topographic changes. The proposed project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse (see response to a.iii, above). Impacts would be less than significant.
- d. No expansive soils are located on or adjacent to the project site (USDA 2021). Additionally, future development on the site would be required to comply with the most recent California Building Code (CBC) standards. Compliance with CBC standards would result in a less than significant impact associated with expansive soils.

- e. The project would connect to the City’s sanitary sewer system and would not require the use of septic tanks or other alternative wastewater disposal systems. Therefore, the project would result in no impact related to soil capability.
- f. The project site had been in use for oil and gas production between 1967 and 2009 (Appendix B) without any documented evidence or discovery of paleontological resources. Although the actual depth to the underlying formations that have a potential to possess paleontological resources is unknown, cross sections indicate that the surficial alluvium is a substantial depth of over 100 feet. Construction excavation would not occur at sufficient depths to risk encountering these formations. Nevertheless, the potential accidental discovery of paleontological resources could still occur. Therefore, Mitigation Measure GEO-1, which includes measures to protect and evaluate unanticipated finds, would be required for the project to ensure that potential impacts to previously undiscovered paleontological resources would be less than significant.

Mitigation Measure(s) incorporated into the project:

GEO-1 Unanticipated Discovery of Paleontological Resources. In the event an unanticipated fossil discovery is made during project construction, construction activity shall be halted within 50 feet of the fossil, and a qualified professional paleontologist shall be notified and retained to evaluate the discovery, determine its significance, and determine if additional mitigation or treatment is warranted. Work in the area of the discovery will resume once the find is properly documented and authorization is given to resume construction work. Any significant paleontological resources found during construction shall be prepared, identified, analyzed, and permanently curated in an approved regional museum repository under the oversight of the qualified paleontologist. Upon completion of construction, a report shall be submitted to the City to inform the city of the resources found. This condition shall be included on grading plans and submitted to the City Community Development Department for review and approval concurrent with submittal of applications for grading permits. This condition shall be in effect throughout grading activities on the project site. The City Community Development Department staff shall verify compliance with this measure on project plans prior to initiation of site disturbance activities. A paleontologist shall be contacted in the event of an unexpected discovery of paleontological resources.

Effectiveness of Mitigation Measure: With implementation of Mitigation Measure GEO-1 potential impacts to paleontological resources would be avoided and impacts would be less than significant.

8. GREENHOUSE GAS EMISSIONS

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

Setting:

Regulatory Framework:

In response to climate change, California implemented Assembly Bill (AB) 32, the “California Global Warming Solutions Act of 2006.” AB 32 required the reduction of statewide GHG emissions to 1990 emissions levels (essentially a 15% reduction below 2005 emission levels) by 2020 and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. On September 8, 2016, the Governor signed Senate Bill (SB) 32 into law, extending AB 32 by requiring the State to further reduce GHG emissions to 40% below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program and the Low Carbon Fuel Standard, and implementation of recently adopted policies and legislation, such as SB 1383 (aimed at reducing short-lived climate pollutants including methane, hydrofluorocarbon gases, and anthropogenic black carbon) and SB 100 (discussed further below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) of CO_{2e} by 2030 and two MT of CO_{2e} by 2050 (CARB 2017). Other relevant state laws and regulations include:

- **SB 375:** The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state’s ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. Metropolitan Planning Organizations are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the Metropolitan Planning Organization’s Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035.
- **SB 100:** Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state’s Renewables Portfolio Standard Program. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 % of total retail sales by 2020, 60% by 2030, and 100% by 2045.
- **California Building Standards Code (California Code of Regulations Title 24):** The California Building Standards Code (CBC) consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration of the CBC is the 2019 Title 24 standards. Part 6 of the CBC is the Building Energy Efficiency Standards, which establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California’s energy demand. Part 12 of the CBC is the CALGreen, which includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures.

Project-Specific Efficiency Threshold:

A locally-appropriate 2030 project-specific threshold is derived from CARB’s recommendations in the 2017 Climate Change Scoping Plan Update. With the release of the 2017 Climate Change Scoping Plan Update, CARB recognized the need to balance population growth with emissions reductions and in doing so, provided a new local plan level methodology for target setting that provides consistency with state GHG reduction goals using per capita efficiency thresholds. A project-specific efficiency threshold can be calculated by dividing statewide GHG emissions by the sum of statewide jobs and residents. However, not all statewide emission sources would be impacted by the proposed land use (e.g., agriculture and industrial). Accordingly, consistent with the concerns raised in the Golden Door (2018) and Newhall Ranch (2015) decisions regarding the correlation between state and local conditions, the 2030 statewide inventory target was modified with substantial evidence provided to establish a locally-appropriate, evidence-based, project-specific threshold consistent with the SB 32 target. To develop this threshold, the local planning area was first evaluated to determine emissions sectors that are present and would be directly affected by

potential land-use changes. A description of major sources of emissions that are included in the State Scoping Plan emissions sectors and representative sources in Santa Maria can be found in Table 6.

According to Table LU-2 (Existing Land Uses as of January 1, 2011) in the City’s General Plan Land Use Element, there are no agricultural land uses within the city. Therefore, the Agricultural Emissions Sector was considered locally inappropriate and was removed from the State 2030 emissions forecast. Furthermore, Industrial Sector source emissions (i.e., oil, gas, and hydrogen production; refineries; general fuel use; and mining operations) would not be directly impacted by the proposed land uses; therefore the Industrial Emissions Sector was removed from the State 2030 emissions forecast to retain a more conservative locally-appropriate target.² Additionally, Cap and Trade emissions reductions occur independent of any local jurisdictional land use decisions and were also excluded from the locally-appropriate target. After removing Agricultural, Industrial, and Cap and Trade emissions, the remaining emissions sectors with sources within the Santa Maria planning area were then summed to create a locally-appropriate emissions total for a residential and commercial project in Santa Maria. This locally-appropriate emissions total is divided by the statewide 2030 service person population to determine a locally-appropriate, project-level threshold of 3.2 MT of CO₂e per service population that is consistent with SB 32 targets, as shown in Table 6 and Table 7.

Table 6 SB 32 Scoping Plan Emissions Sector Targets

GHG Emissions Sector¹	2030 State Emissions Target (MMT)¹	Locally Appropriate²	Project Specific	Major Sources³
Residential and Commercial	38	Yes	Yes	Natural gas end uses, including space and water heating of buildings
Electric Power	53	Yes	Yes	Electricity uses, including lighting, appliances, machinery and heating
High GWP	11	Yes	Yes	SF ₆ from power stations, HFCs from refrigerants and air conditioning ⁴
Recycling and Waste	8	Yes	Yes	Waste generated by residential, commercial, and other facilities
Transportation	103	Yes	Yes	Passenger, heavy duty, and other vehicle emissions
Industrial	83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations do not occur substantially within the city and are not proposed for the project ⁵
Agriculture	24	No	No	Enteric fermentation, crop residue burning, and manure management do not occur substantially within the city and are not proposed for the project
Cap and Trade Reductions	-60	No	No	Reductions from facilities emitting more than 10,000 MT CO ₂ e per year ⁶
Scoping Plan Target (All Sectors)	260	No	No	All emissions sectors

² Light and general industrial as well as heavy commercial/manufacturing land uses are present in Santa Maria; however, these land uses are considered part of the Commercial sector rather than the Industrial sector for the purposes of the 2017 Scoping Plan.

GHG Emissions Sector¹	2030 State Emissions Target (MMT)¹	Locally Appropriate²	Project Specific	Major Sources³
Locally Inapplicable Sector (Industrial)	-83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations ⁵
Locally Inapplicable Sector (Agriculture)	-24	No	No	Enteric fermentation, crop residue burning, and manure management
Locally Inapplicable Sector (Cap and Trade)	60	No	No	Reductions from facilities emitting more than 10,000 MT CO _{2e} per year ⁶
2030 Locally Applicable Emissions Sectors	213	Yes	Yes	Emissions applicable to the local planning area

MMT = million metric tons

¹ All State targets in MMT CO_{2e}. See the 2017 Climate Change Scoping Plan, page 31 for sector details (CARB 2017).

² Locally-appropriate is defined as having significant emissions in Scoping Plan Categorization categories within the planning area.

³ See CARB GHG Emissions Inventory Scoping Plan Categorization for details, available at: <https://www.arb.ca.gov/cc/inventory/data/data.htm>

⁴ SF₆ is used primarily as an insulator in electrical substations while HFCs can be found in many residential and commercial refrigeration and air conditioning units. HFCs are in the process of being phased out through 2036 in most developed countries.

⁵ The majority of this sector is not applicable to the local planning area, and any potential applicable subsectors cannot be disaggregated due to CARB accounting methods. Therefore, the entire sector has been removed to ensure a more conservative target.

⁶ Cap and Trade is excluded as reductions will occur independent of local project land use decisions and, therefore, are not locally appropriate.

Table 7 SB 32 Locally-Appropriate Project-Specific Threshold

California 2017 Climate Change Scoping Plan	California 2030 Population (persons) ¹	41,860,549
	California 2030 Employment Projection (persons) ²	23,459,500
	Service Population (persons)	65,320,049
Locally-Appropriate 2030 Project Threshold	2030 Locally-Appropriate Emissions Sectors (MT of CO _{2e})	213,000,000
	2030 Service Population (persons)	65,320,049
	2030 Service Person Target (MT of CO _{2e} per Service Person)	3.3 ²

¹ DOF 2021

² Average of employment range projections under implementation scenario. See CARB 2017 Climate Change Scoping Plan Update, page 55 (CARB 2017).

³ Total of 3.26 has been rounded up per Scoping Plan general methodology. Lead agencies may determine this threshold as they deem appropriate.

Service Population:

According to the United States Green Building Council (USGBC) “Fast food with drive-thru” land uses employ approximately one employee per 92 square feet (USGBC 2008). For a conservative estimate, employees were estimated using the “Fast food with drive-thru” employee estimates for the proposed 5,435 square-foot commercial space. Therefore, the service population of the anticipated commercial

development would be approximately 59 persons³. The project would also include 140 apartments, comprised of 128 market-rate units and 12 very-low income category affordable units. Based on an average household size of 3.63 persons (DOF 2021), the proposed 140 apartment units would accommodate 508 new residents. Based on these population estimates for both the commercial and residential components, the project as a whole would result in a service population of approximately 567 persons.

Impact Discussion:

- a-b. Construction and operational GHG emissions associated with the project were quantified using CalEEMod. Complete CalEEMod results and assumptions are provided in Appendix A. 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 98.9 % of all GHG emissions by volume and are the GHG emissions that the project would emit in the largest quantities (Intergovernmental Panel on Climate Change [IPCC] 2007).

Project construction would generate GHG emissions from the operation of heavy equipment, motor vehicles, and worker trips to and from the site. As shown in Table 8, project construction would emit approximately 423 MT of CO₂e, which would result in approximately 14 MT of CO₂e per year when amortized over 30 years.

Table 8 Estimated Construction GHG Emissions

Metric	Emissions (MT of CO ₂ e)
Total	423
Total Amortized over 30 Years	14
<i>MT of CO₂e = metric tons of carbon dioxide equivalent See Appendix A for CalEEMod worksheets.</i>	

As discussed in Section 9, *Hazards and Hazardous Materials*, approximately 2,000 cubic yards of material would need be excavated for site remediation. Based on the default assumptions in CalEEMod of 20 cubic yards per haul trip, the remediation would add approximately 100 haul trips, which would constitute an approximate increase of 3% in haul trips for the project. This small increase in haul trips would not result in a substantial increase in total or amortized construction emissions. In addition to construction emissions, project operation would generate GHG emissions from new vehicle trips, electricity and natural gas usage, area sources, and off-road equipment usage. The amortized emissions from construction were added to the operational emissions to determine the total combined annual emissions. Table 9 summarizes combined annual GHG emissions generated by project construction and operation based on the CalEEMod output files in Appendix A.

³ 5,435 square feet divided by 92 square feet per employee

Table 9 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (MT of CO₂e)
Construction	14
Operational	
Area	2
Energy	214
Mobile	1,403
Solid Waste	66
Water	12
Total Emissions	1,711
Service Population	567
Emissions per Service Population (MT CO₂e/SP/year)	3.0
Project-Specific Efficiency Threshold (MT CO ₂ e/SP/year)	3.3
Exceed Project-Specific Threshold?	No
<i>MT of CO₂e = metric tons of carbon dioxide equivalent See Appendix A for CalEEMod worksheets.</i>	

As shown in Table 9, the combined annual GHG emissions from the residential and commercial components of the project would be approximately 3 MT of CO₂e per service person, which would not exceed the locally-appropriate, project-specific threshold of 3.3 MT of CO₂e per service person per year.

The City of Santa Maria does not have an adopted GHG reduction strategy or Climate Action Plan (CAP), or quantitative thresholds to evaluate the GHG emissions from the project. However, the proposed project operations would include a number of features which reduce potential generation of GHG emissions. These would include two in-unit bicycle parking spaces per residential unit and 35 additional short-term bicycle parking spaces throughout the apartment complex, and numerous energy and water efficiency measures, as required by CALGreen. Additionally, the SBCAG has incorporated a sustainable community strategy into its 2050 Regional Transportation Plan/Sustainable Communities Strategy (Connected 2050 RTP/SCS), which is designed to help the region achieve its SB 375 GHG emissions reduction target. The Connected 2050 RTP/SCS includes strategies intended to increase jobs within the City of Santa Maria. The commercial portion of the project would increase employment within the city which would improve the City's job-housing ratio and therefore reduce vehicle emissions. The project would also be required to comply with existing State regulations, which include increased energy conservation measures and other actions adopted to achieve the overall GHG emissions reduction goals identified in SB 32. Although there is no locally adopted GHG Reduction Plan to reduce emissions from new development, the project would not conflict with any State regulations intended to reduce GHG emissions statewide and would be generally consistent with local plans and programs designed to reduce GHG emissions. Therefore, impacts would be less than significant.

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

9. HAZARDS AND HAZARDOUS MATERIALS

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

Setting:

In the City of Santa Maria, the use and storage of hazardous materials is primarily regulated by the Uniform Fire Code. Transport of hazardous materials and waste on public streets is primarily regulated by the California Vehicle Code and the SMMC. Storage and disposal of hazardous wastes is primarily regulated by the Santa Barbara County Environmental Health Services Division (EHS) through their Hazardous Waste Generator Program as authorized by the State Health and Safety Code. Any business that stores hazardous materials in accordance with Article 80 of the Uniform Fire Code must provide either a hazardous materials inventory statement (HMIS) or a hazardous materials management plan (HMMP) to the Fire Chief of the City of Santa Maria and the County of Santa Barbara. In addition, the City of Santa Maria Fire Department and the County EHS require a Business Plan in accordance with State regulations for businesses that store and use hazardous waste (City of Santa Maria 1995).

A Phase I Environmental Site Assessment (ESA) was prepared by Avocet Environmental, Inc in November 2016 for a 10-acre property encompassing the project site and future DMV site adjacent to southwest of the

project site (APNs 128-090-022, 128-090-023, and 109-010-029). According to the Phase I ESA, the project site is located within the administrative boundary of the Santa Maria Valley Oil Field and is part of the larger, approximately 61-acre Twitchell-Weging Lease. To the northeast and southeast of the site are the former Gallison Fee and the former Nelson Lease, respectively. All three of the parcels studied in the Phase I ESA, including the project site, were used for oil and gas production between the 1930s and the 1980s, first by Bel-Air Oil Company (Bel-Air) and later by Union Oil Company of California (Unocal). One oil well (Twitchell-Weging Lease Well No. 2) is located on the northeastern portion of the project site, just south of the proposed apartment Building 1, and will include a 10-foot no-build easement around it. Another oil well (Twitchell-Weging Lease Well No. 3) is located on the future DMV site approximately 200 feet west of the southern half of project site. These two wells were plugged and abandoned to California Department of Conservation Geologic Energy Management Division (CalGEM; formerly known as California Division of Oil, Gas, and Geothermal Resources [DOGGR]) standards in 1972 and 1982, respectively. Another former operational oil well (Twitchell-Weging Lease Well No. 1) is located approximately 300 feet to the east of the project site within Maramonte Park, with an approved Remedial Action Plan in place, but yet to be implemented. Additionally, buildings and Underground Storage Tanks (USTs) associated with a former oilfield service company (Welltech) are located on the property to the east of the northern portion of the project site.

In addition to oil-related operations, the project site was formerly developed with the Ozzimo Electric Company facilities. While the electric company buildings no longer exist on the project site, the foundational concrete slabs are still in place along the midline of the site. These slabs are in the approximate location of the proposed stormwater basin and pool in the northern portion of the site, as well as a parking area and proposed apartment Building 4 in the southern portion of the site.

A Phase I Environmental Site Assessment was prepared by Geosolutions, Inc. in December 2020 and evaluated the approximately 3.2 acre portion of the site (APN 109-010-039) where the former Ozzimo Electric Company was located. The Phase I did not identify any Recognized Environmental Conditions (RECs) on the site, but recommended a soil vapor survey along the eastern portion of the property due to the potential for hydrocarbon vapors from residual contamination at the adjacent Miramonte Park. EHS reviewed the results of the Phase I and concurred with the recommendation for the soil vapor survey. In response to this recommendation, Geosolutions, Inc. conducted a Phase III Environmental Site Assessment in February 2021 for preliminary soil sampling at the site. Results from the soil sampling confirmed non-detect concentrations for hydrocarbon analytes of semi-volatile organic carbon (method 8270), volatile organic compounds (method 8260B), total petroleum hydrocarbon (TPH)(method 8015), and TPH gas for all samples. In August 2021, Geosolutions, Inc. proposed additional soil and soil-vapor sampling assessment at the site. Based on the results of the Phase III preliminary soil sampling, on September 14, 2021, EHS approved the additional soil and soil-vapor assessment and provided conditions for further sampling.

On September 24, 2021, EHS submitted a letter with recommendations following review of the following additional reports for the project site: Amended Report of Phase II Site Assessment Activities, GeoEnviro Services, Inc., July 14, 2021; and Supplemental Soil Assessment Report/ Remedial Action Plan (RAP), Padre Associates, Inc., August 18, 2021. The letter from EHS stated that petroleum hydrocarbons were identified at the 10-foot depth in a geotechnical soil boring drilled on the northeast portion of the site in January 2021. In March 2021, eight environmental soil borings were drilled at this vicinity in order to delineate the lateral and vertical extent the petroleum hydrocarbons. The Phase II Report by GeoEnviro Services, Inc. documented TPH in these borings at the 10-foot depth. In addition to TPH, toluene was detected, but at concentrations well below its Tier 1 Environmental Screening Level (ESL). Semi-Volatile Organic Compounds including Polycyclic Aromatic Hydrocarbons (PAHs) were not detected in these samples. Metals, where detected, were at levels indicative of background concentrations. In August 2021, six additional soil borings were drilled in an attempt to further delineate the TPH impacts. The soil samples were only analyzed for TPH as oil. The boring logs and analytical data indicated that the TPH was confined to a thin layer of asphaltic material at the 8-12 foot depth. The laboratory results indicated that the TPH as oil results were below the Tier 1 ESL, but above the EHS Screening Level of 100 mg/kg in select samples. The RAP prepared by Padre Associates, Inc. proposes to remove the soil at the site that is above the Tier 1 ESL (1,600 mg/kg) for TPH as oil. Disseminated asphalt above the 1,600 mg/kg threshold would not be removed. Approximately 2,000 cubic yards of material would be excavated, with 200 cubic yards of TPH impacted soil disposed of at an approved landfill. Unimpacted overburden would be stockpiled on site for reuse as backfill material. Confirmation samples would be collected

to verify that the remaining asphaltic material is below 1,600 mg/kg TPH as oil. EHS confirmed their review of these reports and provided conditions for implementing the RAP.

Impact Discussion:

- a-b. As discussed in the Setting, one oil well has been identified on the project site and two additional wells are located on the properties adjacent to the site. The oil well on the project site has been abandoned to CalGEM standards and the project would observe a 10-foot no-build easement around the abandoned well site. The project would not involve any construction activities or development that would encroach into the oil well sites on the adjacent properties. The proposed project would involve the demolition of existing concrete pads onsite. Potentially hazardous materials such as fuels, lubricants, and solvents would be used during project demolition and construction. Structures/foundations built before the 1970s were regularly constructed with asbestos containing materials (ACM). Because the foundations could have potentially been constructed before the federal ban on the manufacture of polychlorinated biphenyls (PCBs), it is possible that the concrete slabs contain PCBs. Demolition of the existing structures could result in health hazard impacts to workers if not remediated prior to construction activities. However, demolition and construction activities would be required to adhere to California Division of Occupational Safety and Health Administration (CalOSHA) and Department of Toxic Substances Control regulations which are the regulatory agencies that oversee ACM, lead, and PCBs risks, respectively. Additionally, the transport, use, and storage of hazardous materials during project demolition and construction would be conducted in accordance with all applicable state and federal laws. With required adherence to federal and state regulations for hazardous materials and avoidance of the oil wells on and in the immediate vicinity of the project site, impacts related to the risk of exposure, upset, or accidents involving hazardous materials would be less than significant.
- c. The proposed project is located approximately 1.0 mile north of Joe Nightingale Elementary School. Project operation would not involve the use or storage of hazardous materials within 0.25 mile of a school. As such, the project would not result in impacts related to hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of a school. Impacts would be less than significant.
- d. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. As discussed above, preliminary site investigations have identified elevated concentrations of TPH above ESLs. Based on these results, disturbance on the project site for development of the proposed commercial and residential uses could result in potential significant impacts related hazardous materials identified onsite. Mitigation Measure HAZ-1 which involves conditions for remediation provided by EHS would be required prior to construction of the project.
- e. The closest airport is the Santa Maria Public Airport, which is approximately 1.0 mile southwest of the project site. The project site is located within Safety Compatibility Zone 6 as designated by the Santa Maria Public Airport Land Use Compatibility Plan (ALUCP). Safety Compatibility Zone 6 does not have development restrictions pursuant to the ALUCP. The project would not subject people working or residing at the project site to safety hazards or excessive noise. No impact would occur.
- f. Project construction would occur entirely within the project site and no street closures are expected to occur. The project would not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Access to the residential portion of the project would be provided from Miller Street on the north and Sunrise Drive on the south. Access to the commercial area would be provided from Santa Maria Way and Miller Street, which would provide sufficient ingress and egress for vehicles that would access the project site. Ingress, egress, and internal roadways would be required to be adequately sized in compliance with the California Fire Code, adopted by right in SMMC Chapter 9-28, to accommodate emergency vehicles and the turning radii of emergency vehicles. As such, there would be no impact on site accessibility for evacuation from the site.

- g. The project site is not located within or near a Very High Fire Hazard Severity Zone or state responsibility area. The nearest Very High Fire Hazard Severity Zone is located approximately five miles southwest from the project site near the Rancho Maria Golf Course (CalFire 2021a). Because the site is not within or near a state responsibility area or a Very High Fire Hazard Severity Zone, no impacts related to wildfires would occur.

Mitigation Measure(s) incorporated into the project:

HAZ-1 Site Remediation. The applicant shall implement the following measures prior to construction of the project:

- Under the direction of Santa Barbara County Environmental Health Services Division (EHS) and in accordance with the Remedial Action Plan prepared for the project in August 2021, the project applicant shall collect four sidewall and one bottom confirmation samples for TPH C23-C40 by EPA Method 8015. Based on field conditions and final excavation figuration, EHS may require additional sampling.
- Sample all non-commercial backfill for:
 - a. TPH C4-C12 by EPA Method 8260;
 - b. TPH C13-C23 and TPH C23-C40 by EPA Method 8015;
 - c. Volatile Organic Compounds by EPA Method 8260;
 - d. PAHs by EPA Method 8270-SIM;
 - e. And Metals by EPA series Methods 6000/7000 (with TCLP and STLC analysis as warranted).
 - f. Samples shall be collected in accordance with the Department of Toxic Substances Control's 2001 Backfill Advisory.

EHS requires that all backfill material be tested as described above prior to reuse; this includes overburden material from the project site. A sampling rate for the overburden material shall be provided to EHS for approval.

- Within six weeks of completion of fieldwork, a report documenting the work shall be submitted to EHS for review and approval. The report, with triple signed waste disposal manifests, must be uploaded to Geotracker, in accordance with EHS requirements.
- Prior to final approval of the Remedial Action Plan, a 30-day public comment period is required. Notice shall be given within an advertisement in a local newspaper, fact sheet, and direct mailings to fee title holders and tenants within 200 feet of the parcel boundary.
- The project applicant shall obtain all permits and appropriate clearances from applicable agencies prior to initiating fieldwork.

Effectiveness of Mitigation Measures: Implementation of Mitigation Measure HAZ-1 would ensure the necessary remedial actions are conducted on the project site prior to development onsite. These actions would reduce impacts to a less than significant level.

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 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	

Impact Discussion:

- a., e. Development of the project site, including grading and construction, would comply with the adopted standards in the SMMC, Chapter 8-12, Wastewater Collection, Treatment and Disposal, and Chapter 8-12A, Stormwater Runoff Pollution Prevention. Section 8-12A.04, Prohibited Discharges, Exemptions and Limitations, also incorporates the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region (Central Coast Regional Water Quality Control Board [CCRWQCB], Resolution No. R3-2013-0032).

The project would also be required to comply with all state and federal requirements pertaining to the preservation of water quality. A National Pollution Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activities is required when a project involves clearing, grading, disturbances to the ground (such as stockpiling), or excavation that would

result in soil disturbances of one or more acres of total land area, which the proposed project exceeds. Coverage under the General Permit must also be obtained prior to construction and the preferred project is subject to these requirements.

Under the conditions of the General Permit, the developer would be required to eliminate or reduce non-storm water discharges to waters of the nation, develop and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project construction activities, and perform inspections of the storm water pollution prevention measures and control practices to ensure conformance with the site SWPPP. The General Permit prohibits the discharge of materials other than storm water discharges and prohibits all discharges that contain a hazardous substance in excess of reportable quantities established at 40 CFR 117.3 or 40 CFR 302.4. The General Permit also specifies that construction activities must meet all applicable provisions of Sections 30 and 402 of the Clean Water Act. Conformance with Section 402 of the Clean Water Act would ensure that the proposed project does not violate any water quality standards or waste discharge requirements.

In addition, the project would be required to comply with the standards and requirements of the City's Public Works Department Engineering Division and SMMC Section 8-12A.04, and the requirements of the CCRWQCB Resolution No. R3-2013-0032, Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region. To demonstrate compliance, a Stormwater Control Plan would be required for the project. By complying with these existing State and local regulations, incorporating design provisions, and permit review and approval procedures by the City, the project would not violate water quality standards or waste discharge requirements, nor would it conflict with implementation of water quality control plans or sustainable groundwater management plans. Therefore, impacts would be less than significant.

- b. Water on the project site is provided by the City of Santa Maria, which pulls its water from local groundwater supplies and imported State Water (City of Santa Maria 2021d). The project includes design features such as permeable pavers, landscape areas, and three stormwater basins, all of which would help recharge groundwater supplies. Additionally, as discussed in Section 19, *Utilities and Service Systems*, the City's Urban Water Management Plan (UWMP) documents that the City's water supply would reliably meet, and likely exceed, projected demands through 2045. There is no direct recycled water supply planned for this system, although percolation of treated wastewater at the City's Wastewater Treatment Plant (WWTP) is an indirect use of recycled water, which improves the overall reliability of the City's groundwater supplies (City of Santa Maria 2020). Therefore, impacts related to groundwater would be less than significant.
- c.i.–c.iv According to the Federal Emergency Management Agency (FEMA) Flood Hazard Map, the project site is located in an area of minimal flood risk (FEMA 2020). Development of the project would not redirect flood flows, as discussed under Checklist Question (d) below. The nearest waterway to the site is Santa Maria River, located approximately 4.5 miles east of the project site. The site does not contain a river or stream which could result in flooding on- or off-site.

The project would be required to submit a Storm Water Control Plan and comply with the City's Post-Construction Requirements, found in the Low Impact Development and Hydromodification Guidelines (City of Santa Maria 2021e). These requirements ensure the project to control storm water run-off in a manner which would not lead to a substantial increase in the volume and rate of run-off from the increase in impervious surfaces. Additionally, project design features include 12,982 square feet of permeable pavers and approximately 9,911 square feet of stormwater retention on site between its three stormwater catchment basins, which would decrease the amount of, and rate of, water flowing offsite during a storm event, provide the opportunity for stormwater to percolate back into the ground, and decrease the amount of surface contaminants flowing into the City's stormwater system. With incorporation of the project's design features and compliance with local and state requirements, the project would not alter the existing drainage patterns in a manner that would result in flooding off-site or impact the capacity of the storm water system. Therefore, impacts would be less than significant.
- d. The project site is located approximately 12 miles east of the Pacific Ocean and nearly 250 feet above sea level. Additionally, as shown on the Federal Emergency Management Agency's map number 06083C0195F (effective date September 30,2005), the project site is not located in the 100-year

floodplain. Therefore, the project would result in no impacts related to inundation by seiche, tsunami, or mudflow.

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to hydrology and 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	

Impact Discussion:

a-b. The project site is currently comprised of undeveloped infill parcels surrounded by development, parks/recreational uses, sidewalks, and city streets near the southern boundary of the City of Santa Maria. The project site has zoning designations of General Commercial (C-2) on western portions of the site, with the rest of the project site designated as High Density Residential (R-3) with a Planned Development (PD) overlay (City of Santa Maria 2019). The project includes implementation of mixed-use apartments and commercial units on the project site, which would be consistent with existing zoning and land use designations. Additionally, the existing pedestrian trail/bicycle easement running through the center of the project site from Santa Barbara Drive to Santa Maria Way would be retained with development of the project. Therefore, the project would result in less than significant impacts related to conflicts with local programs, plans, or ordinances, and dividing an established community.

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	

Impact Discussion:

- a-b. The primary resources suitable for mining and conservation within the City of Santa Maria include sand, rock, and oil (City of Santa Maria Resources Management Element [RME], 2001). According to RME, Figure RME-4, the project site is located in Mineral Resource Zone 3 (MRZ-3), which is designated for areas containing mineral deposits. The project site was historically used for oil and gas production between the 1930s and the 1980s. However, existing wells onsite have been plugged and abandoned since 1982. The DOC does not identify any mineral resources on the project site (DOC 2015a). Therefore, the project would not result in the loss of availability of a valuable known mineral resource or locally important mineral resource recovery site, and impacts would be less than significant.

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

13. NOISE

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

Setting:

Regulatory Framework:

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the ambient noise level to be judged as twice as loud. In general, a 3 dBA change in the ambient noise level is noticeable, while 1 to 2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while areas adjacent to arterial streets are typically in the 50 to 60+ dBA range. Normal conversational noise levels are usually in the 60 to 65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels from point sources, such as those from individual pieces of machinery, typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from the noise source. Noise levels from lightly traveled roads typically attenuate at a rate of about 4.5 dBA per doubling of distance. Noise levels from heavily traveled roads typically attenuate at about 3 dBA per doubling of distance. Noise levels may be reduced by intervening structures: generally, a single row of buildings between the receptor and the noise source reduces noise levels by about 5 dBA, and a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which residences in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows.

In addition to the instantaneous measurement of sound levels, the duration of sound is important because sounds that occur over a long period are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted

level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest root mean squared sound pressure level within the measurement period, and L_{min} is the lowest root mean squared sound pressure level within the measurement period.

The time at which noise occurs is also important since nighttime noise tends to disturb people more than daytime noise. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a 10 dBA penalty for noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.), or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a 10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. Noise levels described by L_{dn} and CNEL typically do not differ by more than 1 dBA. In practice, CNEL and L_{dn} are often used interchangeably.

The relationship between peak hourly L_{eq} values and associated L_{dn} /CNEL values depends on the distribution of traffic over the entire day. There is no precise way to convert a peak hour L_{eq} to L_{dn} or CNEL. However, in urban areas near heavy traffic, the peak hour L_{eq} is typically 2 to 4 dBA lower than the daily L_{dn} /CNEL. In less heavily developed areas, such as suburban areas, the peak hour L_{eq} is often roughly equal to the daily L_{dn} /CNEL. For rural areas with little nighttime traffic, the peak hour L_{eq} will often be 3 to 4 dBA greater than the daily L_{dn} /CNEL value. The project site is located in a suburban area; therefore, the L_{dn} /CNEL in the area would be roughly equivalent to the measured L_{eq} .

Vibration refers to groundborne noise and perceptible motion. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise (e.g., the rattling of windows from passing trucks). This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB).

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Most perceptible indoor vibration is caused by sources in buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads.

Existing Setting:

The acoustic environment on and near the project site is dominated by noises typical of residential neighborhoods and commercial areas, including vehicular traffic, pedestrian conversations, and doors slamming. On April 14, 2021, a Rincon Consultants, Inc. environmental professional performed two 15-minute weekday noise measurements using an ANSI Type II integrating sound level meter. The measurements were taken during a.m. (morning) hours on a weekday, and results are summarized in Table 10.

Table 10 Noise Measurement Results

Measurement Location	Sample Time	Primary Noise Source	$L_{eq}[15]$ (dBA) ¹
Southern property line, Sunrise Drive	10:10 a.m. – 10:25 a.m.	Vehicles on Sunrise Drive	60.3
South Miller Street, near proposed drive through	10:40 a.m. – 10:55 a.m.	Vehicles on Miller Street	65.8

¹ The equivalent noise level (L_{eq}) is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). For this measurement, the L_{eq} was over a 15-minute period (L_{eq} [15]).

Source: Rincon Consultants, field measurements conducted on April 14, 2021, using ANSI Type II Integrating sound level meter. See Appendix C for noise measurement results.

Impact Discussion:

- a. The project would generate temporary noise increases during construction and long-term operation.

Construction. Pursuant to Section 5-5.06 of the SMMC, construction activities are restricted between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on weekends. Ambient base noise level limits are outlined in SMMC Section 5-5.05 and are identified as 55 dBA during the day in residential zones and 65 dBA during the day in commercial zones. Ambient noise levels for a duration of five minutes can increase to 65 dBA during the day in residential zones and 75 dBA during the day in commercial zones. Ambient noise levels for a duration of one minute can increase to 70 dBA during the day in residential zones and 80 dBA during the day in commercial zones.

Construction activity would result in temporary noise in the project site vicinity, exposing surrounding nearby receivers to increased noise levels. Project construction noise would be generated by heavy-duty diesel construction equipment used for demolition of existing structures, earthworks, building construction, loading, unloading, and placing materials and paving. Typical heavy construction equipment during project grading and soil remediation efforts could include dozers, loaders, graders, and dump trucks. It is assumed that diesel engines would power all construction equipment. Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some would have higher continuous noise levels than others, and some have high-impact noise levels. Construction noise would typically be higher during the more equipment-intensive phases of initial construction (i.e., site preparation and grading) and lower during the later construction phases (i.e., building construction and paving).

During construction, equipment goes through varying load cycles and is operated intermittently to allow for non-equipment tasks such as measurement. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the L_{eq} of the operation (Federal Highway Administration [FHWA] 2018). Reference noise levels for heavy-duty construction equipment were estimated using the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006).

The nearest sensitive receivers in the project vicinity are residences that directly abut the project site to the northeast (approximately 60 feet), residences 200 feet south of the project site across Sunrise Drive, residences 500 feet east of the project site across Blue Ridge Drive, and Rodenberger Park and Maramonte Park, both of which are located adjacent to the eastern boundary of the project site. Maximum noise levels of construction equipment are modeled at a distance of 50 feet. A likely construction scenario includes simultaneous operation of a dozer and a front-end loader working during grading to excavate and move soil. At a distance of 50 feet, a dozer and a front-end loader would generate a noise level of 80 dBA L_{eq} . The nearest sensitive receivers are located 60 feet northeast of the site, resulting in project construction noise levels of 76 dBA L_{eq} , which would exceed the allowable one-minute threshold of 70 dBA during the day in residential zones. As such, mitigation would be required to reduce this impact to less than significant.

Operation. The primary on-site noise sources associated with general operation of the project would include vehicle circulation noise (e.g., engine startups, alarms, parking) at the on-site parking lots, deliveries for commercial uses, heating, ventilation, and air conditioning (HVAC) equipment at proposed commercial and residential structures, and outdoor recreational noise at private open space and common areas of the project site.

Parking Lot and Drive-Through Noise. Typical noise sources associated with parking lots include tire squealing, door slamming, car alarms, horns, and engine start-ups. The project would provide 292 parking spaces in various parking lots for residential and commercial development. Commercial parking would be approximately 90 feet west of sensitive receivers located northeast of the project site.

Primary sources of operational noise from the drive-through restaurant would be vehicle idling, traffic entering and exiting the project site, and public conversation. These noise generating sources would

be typical of the existing surrounding commercial area and would not result in a substantial increase in ambient noise levels. Menu boards located at the beginning of the drive-thru would function continuously during the hours of operation and produce some noise. However, menu boards would be provided with automatic volume control and thus, noise generated from menu boards would be reduced when the natural ambient noise levels decrease.

Table 11 shows typical noise levels at a distance of 90 feet, which is the distance to the nearest sensitive receivers, from various noise sources in parking lots. These are instantaneous noise levels which would occur for short bursts of time during car use. Due to the similar sources of noise, drive-through noise would be roughly equivalent to parking lot noise.

Table 11 Maximum Noise Levels from Parking Lot and Drive Through Activity

Source	Maximum Noise Level (dBA) at 90 Feet
Autos at 14 mph	45
Car Alarm Signal	64
Car Alarm Chirp	49
Car Horns	64
Door Slams or Radios	59
Talking	31
Tire Squeals	61
<i>Source: Gordan Bricken & Associates, 1996. Estimates are based on actual noise measurements taken at various parking lots.</i>	

As shown in Table 11, instantaneous parking lot noise could reach a maximum estimated 64 dBA at a distance of 90 feet, which is the distance from the proposed commercial parking to sensitive receivers located northeast of the project site. The fast-food restaurant and drive-through would be located approximately 80-100 feet from the proposed pool and clubhouse and approximately 250 feet from Building 1 – the nearest onsite residential building. The outdoor pool/spa area would be located adjacent to the southeast of the proposed commercial component of the project and would be screened with six-foot-high pool security fencing and screen plantings. Given the proposed commercial and residential use, noise levels at the proposed parking lot and drive-through would likely fluctuate depending on the day (e.g., weekday traffic could be lower than weekend traffic). The intervening roadways, security fencing, and landscaping (screen plantings) would also provide attenuation of noise from the drive-through at the onsite residences. Because of the maximum noise levels shown in Table 11 and their instantaneous nature, parking lot and drive-through noise on the project site would not exceed the SMMC 55 dBA daytime threshold for residential areas. The nighttime threshold for residential areas is 45 dBA. The loudest individual noise sources in parking lot areas shown in Table 11, including car horns, car alarm signals, and tire squeals, would occur infrequently and would be instantaneous in nature. Parking lot activity is also a typical noise source in the project area. Estimated intermittent noise levels of up to 64 dBA also would not be unusually loud and intense, with respect to typical noise sources in a residential neighborhood such as landscaping equipment. Therefore, the project would have a less than significant impact from parking lot and drive-through noise.

Off-Site Traffic Noise. The project would generate new vehicle trips that would increase noise levels on nearby roadways. As discussed in the Vehicle Miles Traveled (VMT) Analysis included as Appendix C, the project is anticipated to generate 3,118 daily vehicle trips. The project would not make alterations to roadway alignments or substantially change the vehicle classifications mix on local roadways. Therefore, the primary factor affecting off-site noise levels would be increased traffic volumes. Noise levels with and without project generated traffic were developed based on algorithms and reference levels from the Federal Highway Administration's (FHWA's) Traffic Noise Model included as Appendix D. It was assumed that approximately one third of daily vehicle trips would account for residential trips and would occur on Sunrise Drive. The remaining two-thirds of

daily vehicle trips would be associated with the commercial use on site and would occur on Miller Street or Santa Maria Way. As shown in Table 12, traffic noise increases would reach as high as a 1 dBA increase in noise, which would not exceed the FHWA allowable 3 dBA increase for off-site traffic noise impacts. Therefore, impacts related to off-site noise would be less than significant.

Table 12 Off-site Traffic Noise Increases

Roadway	Existing Noise Level (dBA)	Existing Plus Project Noise Level (dBA)	Noise Level Change (dBA)
Santa Maria Way	67	68	<1
Miller Street	67	68	<1
Sunrise Drive	61	62	1
<i>See Appendix D for traffic modeling results.</i>			

- b. Project construction would intermittently generate vibration on and adjacent to the project site, which has the potential to damage buildings at high levels. Vibration-generating equipment may include bulldozers and loaded trucks to move materials and debris, and vibratory rollers for paving. It is assumed that pile drivers, which generate strong ground borne vibration, would not be used during construction. Vibration-generating equipment on the project site would likely be used at 60 feet from the nearest structure in the northeast.

Unlike construction noise, vibration levels are not averaged over time to determine their impact. The most important factors are the maximum vibration level and the frequency of vibratory activity. Therefore, it is appropriate to estimate vibration levels at the nearest distance to sensitive receptors that equipment could be used, even though this equipment would typically be located farther from receptors. As shown in Table 13, construction activity would generate vibration levels reaching an estimated 0.21 PPV in/sec at a distance of 25 feet, if vibratory rollers are used to pave asphalt. Vibration-generating equipment would be operated on a transient basis during construction.

Table 13 Vibration Levels for Construction Equipment at Noise-Sensitive Receptors

Equipment	PPV (in/sec)	L _v (VdB)
	25 feet	25 feet
Vibratory Roller	0.210	94
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58
<i>Source: FTA 2018</i>		

A maximum vibration level of 0.21 PPV in/sec during the potential use of vibratory rollers would not exceed 0.24 PPV in/sec, the Federal Transit Administration's (FTA) recommended criterion for strongly perceptible vibration from transient sources. In addition, the nearest structure is located 60 feet northeast of the project site, which would result in a vibration level of 0.080 PPV in/sec. Construction activity that generates loud noises (and therefore vibration) also would be limited to daytime hours on weekdays and weekends, which would prevent the exposure of sensitive receptors to vibration during evening and nighttime hours. As a result, it would not result in substantial annoyance to people of normal sensitivity. In addition, the vibration level would not exceed the FTA's recommended criterion of 0.4 PPV in/sec for potential damage on reinforced structures from transient vibration sources. The proposed project would not generate significant sources of vibration during construction or operation of the project, based on the nature of the proposed use. Therefore, vibration impacts would be less than significant.

- c. The closest airport is the Santa Maria Public Airport, which is approximately 1.0 mile southwest of the project site. According to Figure 4-1 of the Santa Maria Public Airport Land Use Plan, the project would not be located within the noise contours of the airport. There are no private airstrips in the project vicinity. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with airports or a private airstrip. No impact would occur.

Mitigation Measure(s) incorporated into the project:

N-1 Construction Related Noise Reduction Measures. The applicant shall implement the following measures during construction of the project:

- **Mufflers.** Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards.
- **Electrical Power.** Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.
- **Equipment Staging.** All stationary equipment shall be staged as far away from the adjacent multi-family residential development as feasible.
- **Equipment Idling.** Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.
- **Workers' Radios.** All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity.
- **Smart Back-up Alarms.** Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.
- **Disturbance Coordinator.** The applicant shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

Effectiveness of Mitigation Measures: Implementation of Mitigation Measure N-1 would reduce overall noise levels from construction activity. The use of manufacturer-certified mufflers associated with construction equipment has been shown to reduce noise levels by 10 dBA L_{eq} or more with optimal systems (FHWA 2017), and would reduce residual impacts to less than significant.

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

Impact Discussion:

- a. The project would include 140 apartments, comprised of 128 market-rate units and 12 very-low income category affordable units. Based on an average household size of 3.63 persons (DOF 2021), the proposed 140 apartment units would accommodate 508 new residents. The 2011 Land Use Element stated that the City's existing infrastructure planned to sustain a projected 3.1% annual population growth rate until 2021, the equivalent of 139,461 residents based on a 2011 population of 99,680. However, according to the DOF, the City's population in 2021 was 107,445 residents, which is 32,016 less than the City's existing infrastructure is planned to accommodate. Therefore, while the project would result in growth within the city, the anticipated population generated by the project would be accommodated by the City's existing infrastructure and anticipated by the General Plan.
- Additionally, the project includes the development of a 5,435-sf multi-tenant commercial building, which would generate new employment opportunities within the city. However, these employees are anticipated to come from the existing population in the city and would not contribute to new population growth. Impacts would be less than significant.
- b. The project site is undeveloped, and no housing currently exists on the site. Therefore, the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing. 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 population and housing; therefore, mitigation is not necessary.

15. PUBLIC SERVICES

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

Setting:

Fire protection services for the City are provided by the City of Santa Maria Fire Department (SMFD). SMFD operates six fire stations and provides all-risk emergency services; including emergency medical response and EMTs; response to structural, vehicular, and vegetation fires; hazardous materials response, technical rescue, trench rescue, public assistance, and other emergencies (SMFD 2019a). SMFD also provides non-emergency services such as supplying sandbags during storm events, reviewing fire plans, public education, and supporting community development issues (City of Santa Maria 2021). Additionally, under the California Master Mutual Aid Agreement, California Department of Forestry and Fire Protection (CALFIRE) provides fire or emergency assistance to other fire departments when local resources are depleted (CALFIRE 2021).

Police protection services for the City are provided by the City of Santa Maria Police Department (SMPD). SMPD services include maintaining civil order, preventive patrol, investigations, traffic control and enforcement, criminalistics, crime prevention, drug enforcement and drug abuse prevention in addition to community outreach and education (City of Santa Maria 2021a).

The project site is served by the Santa Maria-Bonita School District (SMBSD; grades K-8) and Santa Maria Joint Union High School District (SMJUHSD; grades 9-12) (County of Santa Barbara 2012).

Impact Discussion:

a.i. Pursuant to Title 8, Chapter 15 of the SMMC, the project would be required to pay growth mitigation fees to fund the acquisition, design, and construction of public facilities and related equipment to serve new development within the City of Santa Maria. A fire mitigation fee is included as part of these growth mitigation fees (City of Santa Maria 2021c). Project compliance with the SMMC and growth mitigation fees would further reduce potential project-related impacts to fire services.

The closest fire station to the project site is SMFD Station No. 4, located at 2637 S College Drive, approximately 0.4-mile northeast of the project site, and CALFIRE's Santa Maria Airport District

Station is located approximately 1.75 miles to the southwest. New development would be subject to the SLOFD standards and California Fire Code in all proposed buildings, including installation of fire hydrants, building sprinklers, provision of adequate water supply and pressure, placement of fire extinguishers, provision of adequate fire access to buildings, and other requirements. Additionally, the SMFD maintains a five-minute response capability to all areas within City limits (City of Santa Maria 2001). A Google search determined that the drive between the project site and SMFD Station No. 4 would be approximately 2 minutes. The SMFD also maintains a standard of one full-time fire employee per 1,820 residents and one reserve firefighter per 1,500 residents (City of Santa Maria 2001). In 2020, the SMFD employed 75 full-time fire and emergency personnel (City of Santa Maria 2020a). The project site would be in close enough proximity to Station No. 4 to maintain five-minute response times, and SMFD employment exceeds the minimum required to maintain level of service. Therefore, impacts related to fire protection services would be less than significant.

- a.ii. The closest police station to the project site is located at 1111 Betteravia Road, approximately 1.25 miles northwest of the project site. Although new residential and commercial units would marginally increase the City's population, the project site is already served by existing police services. As previously discussed, the project would be required to pay growth mitigation fees, pursuant to Title 8, Chapter 15 of the SMMC. A police department mitigation fee is included as part of these growth mitigation fees (City of Santa Maria 2021c). Additionally, the city maintains a police force with a ratio of 1.3 sworn officers for every 1,000 residents (City of Santa Maria 2001). The SMPD currently has 129 sworn officers in addition to 51 full-time support staff to service the City's 107,445 residents, which exceeds the minimum service ratio (City of Santa Maria 2021a). Therefore, impacts to police services would be less than significant.
- a.iii -a.v. The project site is located within the existing service area of the City's schools, parks, and other public facilities. As discussed in Section 14, *Population and Housing*, development under the proposed project would result in approximately 508 new residents in the City of Santa Maria. The introduction of new residents in the city would introduce new students to the SMBSD and SMJUHS. As required by Senate Bill (SB) 50, the project would pay a school impact fee (Government Code Section 65970) to the local school districts. SB 50 fees would be directed towards the maintenance of adequate school service levels, including increases in capacity. Project compliance with the SMMC and school impact fees would ensure project impacts to school facilities would be less than significant.

Additionally, the project would be required to pay growth mitigation fees, pursuant to Title 8, Chapter 15 of the SMMC. As part of the growth mitigation fees, the SMMC requires project applicants to pay recreation and parks mitigation fees and library mitigation fees to offset potential impacts on park and library facilities (City of Santa Maria 2021c). Project compliance with the SMMC and growth mitigation fees would further reduce potential project-related impacts to parks and other public services.

The City maintains a standard of three to five acres of parkland per 1,000 residents (City of Santa Maria 2001). As discussed in Section 16, *Recreation*, more than 234 acres of City-maintained parkland and 1,774 acres of regional parkland at Los Flores Ranch Park are available to the City's 107,445 residents. Therefore, existing park facilities exceed the minimum standard ratio, and 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 public services; therefore, mitigation is not necessary.

16. RECREATION

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

Setting:

The Santa Maria Department of Recreation and Parks (SMDRP) operates 234 acres of developed parkland in 28 neighborhood and community parks, part of the 1,774-acre Los Flores Ranch Park property, the Abel Maldonado Community Youth Center, the Hagerman Softball Complex, Paul Nelson Aquatics Center, Elwin Mussell Senior Center, Veterans' Memorial Center and other community centers. The department also provides programs in aquatics, youth and adult sports, therapeutics and senior services, Special Olympics, community classes and events, youth and teen programs, and the Mayor's Task Force on Youth Safety.

Rodenberger and Maramonte Parks are the nearest existing recreational facilities to the project site. Maramonte Park is a nine-acre park is located immediately east of the project site, and includes tennis and basketball courts, horseshoe pits, playgrounds, open space, picnic and barbeque areas, and sports fields. Rodenberger Park is also located immediately east of the project site, includes covered picnic and barbeque areas, a playground, a softball field, and a fitness course in its five-acre footprint. Rotary Centennial Park and the Robin Ventura Tee Ball Fields are located approximately 0.3-mile east of the project site, and include sports fields, basketball courts, playground structures, and picnic and barbeque areas (City of Santa Maria 2021b).

Impact Discussion:

- a. – b. As discussed in Section 14, *Population and Housing*, the project would allow construction of new residential and commercial uses, which would result in approximately 508 new residents. This population increase would be accommodated by the City's existing infrastructure and anticipated by the General Plan. The project also includes recreational opportunities for residents through the development of a clubhouse and pool area. However, new residents would also use existing City recreational facilities and areas, including the nearby Maramonte Park, Rotary Centennial Park, and Robin Ventura Tee Ball Field.

As discussed in Section 15, *Public Services*, the city maintains a standard of three to five acres of parkland per 1,000 residents, which is met and exceeded by existing parks and open space within the city. Additionally, pursuant to Title 8, Chapter 15 of the City's Municipal Code (SMMC), the project would be required to pay growth mitigation fees to fund the acquisition, design, and construction of public facilities and related equipment to serve new development within the City of Santa Maria. A parks and recreation mitigation fee is included as part of these growth mitigation fees to finance additional park space, maintenance or equipment in the vicinity, and offset potential impacts on parks and other recreational facilities (City of Santa Maria 2021c). With compliance with the SMMC and growth mitigation fees, the project would not result in the deterioration of existing neighborhood or

regional parks and would not result in the need for new recreational facilities, the development of which could cause an adverse physical impact on the environment. Impacts would be less than significant.

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

17. TRANSPORTATION

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

Potential traffic impacts were analyzed in the VMT Analysis prepared for the project by DKS Associates on October 22, 2021 and included as Appendix E.

Setting:

SB 743 was signed into law by Governor Brown in 2013 and tasked the State Office of Planning and Research (OPR) with establishing new criteria for determining the significance of transportation impacts under CEQA. SB 743 requires the new criteria to “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” It also states that alternative measures of transportation impacts may include “vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated.”

SB 743 required the Governor’s OPR to identify new metrics for identifying and mitigating transportation impacts within CEQA. In January 2018, OPR transmitted its proposed CEQA Guidelines implementing SB 743 to the California Natural Resources Agency for adoption, and in January 2019 the Natural Resources Agency finalized updates to the CEQA Guidelines, which incorporated SB 743 modifications, and are now in effect. SB 743 changed the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (PRC Section 21099 (b)(2)). In addition to new exemptions for projects consistent with specific plans, the CEQA Guidelines replaced congestion-based metrics, such as auto delay and level of service (LOS), with VMT as the basis for determining significant impacts, unless the Guidelines provide specific exceptions.

Based on current practice of the City of Santa Maria, transportation impacts are considered significant if the proposed project would result in a VMT per capita or office VMT per employee above 85% of the countywide average, consistent with technical guidance published by the OPR. OPR’s Technical Advisory lists the following screening thresholds for land use projects. These types of development projects are presumed to have a less than significant impact on VMT and therefore, a less than significant adverse

impact on transportation. OPR's Technical Advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit accessibility, and provision of affordable housing. Screening criteria are as follows:

- Project Size: Projects that are consistent with the Sustainable Communities Strategy (SCS) or General Plan and generate or attract fewer than 110 daily trips.
- Proximity to High Quality Transit: Residential or office projects within one-half mile of an existing major transit station or stop along an existing high-quality transit corridor can be presumed to have a less than significant transportation impact.
- Affordable Housing Development: Projects where a minimum of 20% of the units are deed restricted for low or very low income residents.
- Local Serving Retail typically less than 50,000 square feet
- Infrastructure: Projects that would not likely lead to a substantial or measurable increase the vehicle travel are presumed to be VMT neutral and generally presumed to have a less than significant transportation impact (i.e., induced VMT). These include: Roadway Maintenance and Rehab Projects; Signal Timing/Synchronization/Adaptive Signal Control/Signal Preemption Improvements; Intersection Control Type and Turn Lane Channelization Improvements; Widening for Local or Local Collector Streets; and Transit/Bicycle/Pedestrian Infrastructure Improvements.
- Projects that fall within an identified location that demonstrated VMT per Capita for residential projects below 85 % of the countywide average for that metric.

The City of Santa Maria's adopted threshold is 85% of the existing countywide baseline VMT per capita, as calculated within the City of Santa Maria for residential uses. The City threshold based on 85% of the countywide average would be 12.34 VMT.

Impact Discussion:

a-b. The residential component of the project would not meet the screening criteria described in the Setting to screen out VMT impacts because the project would generate 3,118 daily trips, would be comprised of 91.4% market-rate housing, would not be located in a "high quality" transit corridor, and would not include substantial transportation improvements that constitute a VMT neutral project. However, the commercial component of the project would meet screening criteria for local serving retail as it would only be approximately 5,400 square feet, or less than the 50,000 square feet criteria. Therefore, this portion of the proposed project would be covered by this screening threshold and would not require VMT analysis pursuant to City Guidelines or SB 743. Additionally, the project is split between two Traffic Analysis Zones (TAZ; 30106 and 30115). The portion of the project within TAZ 30106 demonstrates VMT per capita that is below 85% of the countywide average and is, therefore, geographically screened.

Based on the preliminary screening assessment for the project, a VMT analysis was conducted on the residential component of the project. The residential portion of the project is estimated to generate 4.2 VMT per capita which is lower than the City's adopted threshold of 12.34 VMT per capita. Therefore, the project would not exceed the City threshold for VMT per capita and impacts would be less than significant.

c. The project would be developed on an existing parcel and would not alter or affect existing street and intersection networks. The project would be required to comply with City design standards for vehicular access and circulation, including construction and remediation haul trips, and the current Fire Code. Compliance with these standards would prevent hazardous design features and would ensure adequate and safe site access and circulation. The project would not introduce incompatible uses, including vehicles or equipment, to the site or the surrounding area. There would be no impact.

d. Access to the residential portion of the project would be provided from Miller Street on the north and Sunrise Drive on the south. Access to the commercial area would be provided from Santa Maria Way and Miller Street. The proposed project would be required to comply with all building, fire, and safety

codes and development plans would be subject to review and approval by the City's Municipal Code. Required review by these departments would ensure the circulation system for the project site would provide adequate emergency access. In addition, the proposed project would not require temporary or permanent closures to roadways and would result in no impacts.

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

18. TRIBAL CULTURAL RESOURCES

	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 section 21074 as either a site, feature, place or 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 Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Setting:

California Assembly Bill 52 of 2014 (AB 52), enacted in July 2015, establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). AB 52 further states that lead agencies shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

AB 52 establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

As part of the Phase I Cultural Resource Assessment, Rincon contacted the NAHC on March 29, 2021, to request a SLF search of the project site. The NAHC emailed a response to Rincon on April 18, 2021, stating the SLF search did not identify Native American Resources within the project site. In their response, the

NAHC provided a list of six tribes who may have knowledge of cultural resources within the project site. On March 2, 2021, Bryan Bowe, Cultural Resources Management Project Manager for the Santa Ynez Band of Chumash Indians, stated that he would elevate the notice to Tribal Administration to decide who would lead on the effort, and respond once a decision is made. No further responses to the consultation were received.

Impact Discussion:

a.i.- a.ii No tribal cultural resources were identified within the project site as a result of the AB 52 consultation. Additionally, the Phase I Cultural Resource Assessment determined that no known Native American resources have been recorded on the project site, and no artifacts have been identified or recovered from the project vicinity. However, ground disturbance associated with construction could uncover previously unknown buried archeological deposits, including tribal cultural resources. As discussed in Section 5, *Cultural Resources*, Mitigation Measures CR-1 and CR-2 would be required to ensure that potential impacts to previously undiscovered cultural resources would be less than significant. With implementation of CR-1 and adherence to State Health and Safety Code Section 7050.5 under CR-2, which stipulates the process to be followed when human remains are encountered, potential impacts to tribal cultural resources would be less than significant.

Mitigation Measure(s) incorporated into the project: Implementation of Mitigation Measures CR-1 and CR-2 would be required to reduce significant impacts related to tribal cultural resources to less than significant.

Effectiveness of Mitigation Measure: With implementation of Mitigation Measures CR-1 and CR-2 potential impacts to tribal cultural resources would be avoided and impacts would be less than significant.

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 wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		X		
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	

Impact Discussion:

- a. The project site is located in a fully urbanized area with existing utility infrastructure in place. The City provides water, wastewater treatment, and solid waste services to the City of Santa Maria. The project also proposes three stormwater catchment basins to reduce stormwater runoff. Pacific Gas and Electric (PG&E) provides electricity to the project site. Additionally, natural gas on the project site would be provided by the Southern California Gas Company (SoCal Gas), and telecommunications would be provided by Verizon.

The existing infrastructure noted above has adequate capacity to support the proposed project. Therefore, no additional facilities would be required as a result of project implementation and this impact would be less than significant.
- b. According to the City's Urban Water Management Plan (UWMP), the City's water supply would meet projected water demands through 2045 (City of Santa Maria 2020). The City's UWMP includes population projections through 2045 and estimates a service population of 135,411 in 2045. The DOF estimates the current population of the City of Santa Maria to be 107,445 which would allow for an estimated growth of 27,966 persons through 2045. The project would account for approximately 508 people and 59 employees, or an estimated 2% of the forecasted population growth in the city, and would be well within growth projections of the City's UWMP. Since the project's population would be within the City's UWMP growth projections, there would be sufficient water supply to meet projected water demands of the proposed project. Therefore, this impact would be less than significant.
- c. The City Utilities Department owns and operates the wastewater system for the City of Santa Maria. Currently, the City disposes of all of its treated wastewater through percolation ponds under its Waste Discharge Requirements permit. The City's wastewater treatment plant was expanded in 2009 and has a current capacity of 13.5 million gallons per day, allowing the City to serve a population of up to 120,000 people. The current population of the city is approximately 107,445 (DOF 2021). The project includes residential development which could increase the City's population by approximately 508 people and commercial development that would introduce 59 employees to the area. Employees would likely be from the existing labor pool within the city and surrounding areas, and would not result in additional population within the city. According to the City's UWMP, the per capita wastewater generation for the city service area is approximately 68 gallons per day (City of Santa Maria 2020). Based on the projected population in the city and this wastewater generation rate, the City has determined that the existing facilities for wastewater management will continue to be adequate for future wastewater demands. However, according to the City's 2012 Utilities Capacity Study, completed in 2015, three sewer line segments (D-5, D-9, and D-15) that would receive flow from development on the project site are projected to be capacity deficient under General Plan buildout conditions, which includes development of the project site (City of Santa Maria 2015). Therefore, implementation of the project would result in potentially significant impacts by contributing to increased wastewater flow to sewer main lines projected to exceed capacity with General Plan buildout. Mitigation measure UTIL-1 would be required to ensure implementation of necessary sewer line improvements to accommodate additional wastewater flow from General Plan buildout, including development of the project site.

- d. – e. The City of Santa Maria currently disposes of solid waste at the Santa Maria Regional Landfill and has planned, permitted, and initiated development of a new landfill in the city – the Santa Maria Integrated Waste Management Facility (Los Flores Ranch Landfill; Facility No. 42-AA-0076). The new facility will have a design capacity of approximately 131 million cubic yards of waste with an estimated closure date of 2105 (City of Santa Maria 2010). Table 14 provides a summary of the project’s solid waste generation.

Table 14 Solid Waste Generation

Use	Proposed Size	Solid Waste Generation Factor	Expected Generation (lbs/day)
Restaurant ¹	5,435	0.005 lb/sq ft/day	27
Multifamily	140	5.31 lb/dwelling unit/day	743
Total			770
<i>Notes: du = dwelling units; sf = square feet; lbs = pounds. Figures rounded to nearest whole number.</i> ¹ <i>The Restaurant Solid Waste Generation Factor was applied because it is the most recent adopted Generation Factor using square footage</i> <i>Source: CalRecycle 2019</i>			

Project generated waste would be less than 0.0006% of the Los Flores Ranch Landfill design capacity. The project would rely on the City’s solid waste services and facilities and, with the development of the new landfill, the proposed development would not result in need for new or expanded solid waste facilities. Additionally, the new waste facility, as permitted, is consistent with and would be required to comply with applicable federal, state, and local regulations regarding solid waste. Therefore, impacts associated with solid waste and the need for new or expanded solid waste facilities would be less than significant

Mitigation Measure(s) incorporated into the project:

UTIL-1 Sewer Line Improvements. Prior to building permit issuance for the project, the project applicant shall contribute its equitable share to fund toward the upsizing of sewer line segment D-5, D-9, and D-15 improvements, as identified in the City of Santa Maria 2012 Utilities Capacity Study (2015). Costs above and beyond the project’s equitable share shall be addressed through such options as fee credits, reimbursement agreements, or development agreements, based on City requirements. The City shall ensure compliance with fee payment prior to issuance of building permits.

Effectiveness of Mitigation Measures: Implementation of Mitigation Measure UTIL-1 would reduce potential impacts to wastewater services from the project to less than significant.

20. WILDFIRE

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

Impact Discussion:

- a. – d. As discussed in Section 15, *Public Services*, the SMFD and CALFIRE provide fire protection services to the project site, and the project would not decrease level of service because SMFD Station No. 4 is within a five-minute proximity to the project site, and existing staffing exceeds the minimum standard of one full-time fire employee per 1,820 residents. Accordingly, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

The project site is not located within or near a Very High Fire Hazard Severity Zone or state responsibility area. The nearest Very High Fire Hazard Severity Zone is located approximately five miles southwest from the project site near the Rancho Maria Golf Course (CalFire 2021a). Because the site is not within or near a state responsibility area or a Very High Fire Hazard Severity Zone, no impacts related to wildfires would occur.

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

<input type="checkbox"/>	Administrative Services
<input type="checkbox"/>	Attorney
<input checked="" type="checkbox"/>	Fire
<input type="checkbox"/>	Library
<input type="checkbox"/>	City Manager
<input checked="" type="checkbox"/>	Police
<input checked="" type="checkbox"/>	Public Works
<input checked="" type="checkbox"/>	Utilities
<input checked="" type="checkbox"/>	Recreation and Parks

County Agencies/Departments Consulted

<input checked="" type="checkbox"/>	Air Pollution Control District
<input type="checkbox"/>	Association of Governments
<input type="checkbox"/>	Flood Control District
<input checked="" type="checkbox"/>	Environmental Health
<input type="checkbox"/>	Fire (Hazardous Materials)
<input type="checkbox"/>	LAFCO
<input type="checkbox"/>	Public Works
<input checked="" type="checkbox"/>	Planning and Development
<input type="checkbox"/>	Other (list): Certified Unified Program Agency

Special Districts Consulted

<input type="checkbox"/>	Santa Maria Public Airport
<input type="checkbox"/>	Airport Land Use Commission
<input type="checkbox"/>	Cemetery
<input type="checkbox"/>	Santa-Maria Bonita School District
<input type="checkbox"/>	Santa Maria Joint Union High School
<input type="checkbox"/>	Laguna County Sanitation District
<input type="checkbox"/>	Cal Cities Water Company

State/Federal Agencies Consulted

<input type="checkbox"/>	Army Corps of Engineers
<input type="checkbox"/>	Caltrans
<input type="checkbox"/>	CA Fish and Game
<input type="checkbox"/>	Federal Fish and Wildlife
<input type="checkbox"/>	FAA
<input type="checkbox"/>	Regional Water Quality Control Bd.
<input type="checkbox"/>	Integrated Waste Management Bd.
<input type="checkbox"/>	Other (list)

DATA SOURCES

General Plan

<input checked="" type="checkbox"/>	Land Use Element
<input checked="" type="checkbox"/>	Circulation Element
<input checked="" type="checkbox"/>	Safety Element
<input checked="" type="checkbox"/>	Noise Element
<input checked="" type="checkbox"/>	Housing Element
<input checked="" type="checkbox"/>	Resources Management Element

Other

<input checked="" type="checkbox"/>	Agricultural Preserve Maps
<input checked="" type="checkbox"/>	Archaeological Maps/Reports
<input checked="" type="checkbox"/>	Architectural Elevations
<input checked="" type="checkbox"/>	Biology Reports
<input checked="" type="checkbox"/>	CA Oil and Gas Maps
<input checked="" type="checkbox"/>	FEMA Maps (Flood)
<input checked="" type="checkbox"/>	Grading Plans
<input checked="" type="checkbox"/>	Site Plan
<input type="checkbox"/>	Topographic Maps
<input checked="" type="checkbox"/>	Aerial Photos
<input checked="" type="checkbox"/>	Traffic Studies
<input checked="" type="checkbox"/>	Trip Generation Manual (ITE)
<input type="checkbox"/>	URBEMIS Air Quality Model
<input checked="" type="checkbox"/>	Zoning Maps
<input checked="" type="checkbox"/>	Other (list)

City of Santa Maria City Webpages
 California Emissions Estimator Model
 Federal Highway Administration Traffic Noise Model

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		

1. As discussed in Section 4, *Biological Resources*, the project would not substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife species population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. Compliance with Mitigation Measure BIO-1 would reduce impacts to migratory birds to a less than significant level.

As discussed in Section 5, *Cultural Resources*, no historical or archaeological resources were identified on site. Nevertheless, the potential for the recovery of buried cultural materials during construction remains. Implementation of Mitigation Measures CR-1 and CR-2 would reduce impacts to previously undiscovered cultural resources to less than significant by providing a process for evaluating, and as necessary, avoiding impacts to any resources found during construction.

As discussed in Section 7, *Geology and Soils*, no paleontological resources were identified on site. Nevertheless, the potential for the recovery of buried paleontological materials during construction remains. Implementation of Mitigation Measure GEO-1 would reduce impacts to previously undiscovered paleontological resources to a less than significant level by providing a process for evaluating and, as necessary, avoiding impacts to any resources found during construction.

As discussed in Section 18, *Tribal Cultural Resources*, the potential to discover unanticipated resources during development is a possibility. Mitigation Measures CR-1 and CR-2 would provide steps to take in the event of an unanticipated discovery. With the implementation of Mitigation Measures CR-1 and CR-2, impacts related to tribal cultural resources would be reduced to a less than significant level. Therefore, impacts to important examples of California history or prehistory would be less than significant with mitigation incorporated.

As noted throughout the Initial Study, all other potential environmental impacts related to the quality of the environment would be less than significant or less than significant with implementation of mitigation measures.

2. As described in the discussion of environmental checklist Sections 1 through 20, all environmental issues considered in this Initial Study were found to have either no impact, a less than significant impact, or a less than significant impact with mitigation incorporated. Cumulative impacts of several resource areas have been addressed in the individual resource sections, including Section 3, *Air Quality*, Section 8, *Greenhouse Gas Emissions*, Section 13, *Noise*, Section 17, *Transportation*, and Section 19, *Utilities and Service Systems* (CEQA Guidelines Section 15064(h)(3)). Other issues (e.g., Geology/Soils, Hazards and Hazardous Materials) are by their nature project-specific and impacts at one location do not add to impacts at other locations or create additive impacts. Therefore, the impacts of development of the site under the project would be individually limited and not cumulatively considerable.

Although incremental changes in certain issue areas would occur as a result of the project, development of the site under the project would be required to be consistent with existing General Plan goals, programs, and policies, and SMMC Zoning Ordinance requirements for the proposed residential and commercial uses. All environmental impacts that could occur as a result of the project would be reduced to a less than significant level through compliance with existing regulations and applicable General Plan policies and Municipal Code requirements discussed in this Initial Study and implementation of the mitigation measures recommended in this Initial Study for the following resource areas: biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, and tribal cultural resources.

3. Effects to human beings are generally associated with air quality, geologic hazards, hazards and hazardous materials, and noise impacts. As discussed in this Initial Study, the project would result in less than significant impacts with respect to geologic hazards; and less than significant impacts with mitigation incorporated for potential impacts in the areas of air quality, hazards and hazardous materials, and noise.

As discussed in Section 3, *Air Quality*, impacts related to construction air pollutant emissions and odors would be reduced to less than significant levels with Mitigation Measures AQ-1 and AQ-2.

As discussed in Section 9, *Hazards and Hazardous Materials*, impacts related to hazardous materials sites would be reduced to less than significant levels with Mitigation Measure HAZ-1.

As discussed in Section 13, *Noise*, the project would generate significant impacts related to construction related noise increases. Impacts would be reduced to less than significant with implementation of Mitigation Measure N-1.

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS

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

DETERMINATION

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

- _____ Finds that the proposed project is a Class ___ **CATEGORICAL EXEMPTION** and no further environmental review is required.
- _____ Finds that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- X
_____ Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- _____ Finds that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- _____ Finds that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to acceptable standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An **ENVIRONMENTAL IMPACT REPORT (EIR)/SUBSEQUENT EIR/SUPPLEMENTAL EIR/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 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.



Cody Graybehl
Associate Planner

12/9/21

Date



Chuen Ng
Environmental Officer

12/8/21

Date



City of Santa Maria
Community Development Department
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